

VOLUME VI NUMBER 7

March 4, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢



Learning to ride a Honda mini-bike is fun for one of the models who poses for John Ramos of Modesto, California

NEWSPAPER

6477 North Long Beach Boulevard
Long Beach, California 90805

CYCLE NEWS

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc. Pits close 7:30 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

HARE SCRAMBLES by Americans M.C., limed from Hi-Vista Store, just north of Ponderosa, Cal., race at noon.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FRIDAY, FEB. 28th-MAR. 1 & 2

TOP FUEL DRAG CHAMPIONSHIP by Kern County Racing Assoc. In Bakersfield, Cal. Fuel bikes only. \$200 to the winner and \$75 runner-up. Pre-entry info call: (805) 323-4472. 701 Baker St., Bakersfield, Cal. 93305.

SATURDAY, MARCH 1st

TT RACES, Manzanita Speedway, 32nd Ave. and Broadway, Phoenix, Arizona, 7 p.m. First night race of the summer season.

SAT. & SUN., MAR. 1 & 2nd

MOTO-CROSS SCRAMBLES by the Simi Valley M.C., a benefit for Dave Riley, at Little Rock, Cal. Dist. 37 points. Sat. Powder Puff thru 250 classes. Sun. 350 thru Open & Sidehacks. Sign up 8 a.m., prac. 9 a.m., race 10 a.m. Limed from 77 & Pearblossom Hwy.

SUNDAY, MARCH 2nd

ENGLISH TRIALS by the Southern California Trials Association at Littlerock, Calif. Limed from 77th St. Sign-up 9 a.m. Trials at 10. Overnight campout Sat. eve.

JASPERS 2nd ANNUAL POKER RUN. Sign-in 8 to 10 a.m. Clubhouse N/W cor. Palm & Mission, Ontario, Calif. Info: (714) 986-3118.

POKER RUN by Wanderlust Motorcycle Club, AMA sanc. Straw Hat Pizza Parlor corner of Ygnacio Valley and Clayton Road, Concord, Cal. Signup 9 a.m. to 11 a.m. Nice trophies given rain or shine.

EUROPEAN SCRAMBLES by the Kern County Trailblazers M.C. at Button Willow, Cal. This event replaces the scheduled Moto-Cross. Pits 10 miles east of Buttonwillow, 3 miles north of McKittrick on Hwy. 58. Lgtwts. 10:30 a.m. midltwts. noon, hvywts. 1:30 p.m.

BUSHMASTERS MOTOCROSS. All classes. Two miles south of Beaumont on Beaumont Ave. 10 a.m. start. Big trophies to 50% of riders. For info. call Rich Walden (714) 848-8264.

MOTO-CROSS by Don & Ray's Motorcycle Shop. AFM sanctioned, at Palm-dale, Cal. 125cc-250cc and Open Jr. & Sr. Senior 250 and Open pays cash to 5th place. Prac. 9 a.m. Limed from Ave. S and Antelope Valley Frwy. Info: (805) 942-9624.

TT SCRAMBLES at Adelanto TT Track on Highway 395. Sign-up closes 11 a.m. Class C. Info: (213) 927-3860.

TT SCRAMBLES, Three half-hour motos 0-100cc and 101-125cc limit at El Mirage, limed from Adelanto. Sponsored by Hi-Jinks. Race starts at 10 a.m. Info: (213) 425-9652.

INTERNATIONAL ROAD & DRAG RACES at Round Rock, 10 miles north of Austin, Texas on Interstate 35N & FM 1325, by the Southwest M.C. AMA sanc. Start 2 p.m., no entry fee.

DESERT RACE by the Hi-Boots M.C. at San Felipe, Wash., east of Ocotillo Wells on Hwy. 78.

9th ANNUAL 100-LAP AMA TT GRAND PRIX at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. Prac. 11 a.m., time trials noon, race 2:30 p.m. Also sidehack. Info: FA 1-5323.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Start 10 a.m. at Ponderosa Inn 15-miles East of Lancaster, Cal., on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

TT SCRAMBLES at new Carlsbad Raceway course in Carlsbad, Cal. \$5 post entries only. Info: (714) 539-3328 after 6 p.m.

SUNDAY, MARCH 9th

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

SCRAMBLES by the Polka Dots M.C. at Helvetia Park on Hwy 16 "River Road", Sacramento to Woodland, Cal. Prac. 9 a.m. Start at noon.

MOTO-CROSS at Carlsbad Raceway, Carlsbad, Calif. AMA sanctioned. Sponsored by the Brush Barons M.C. Gates open at 7:30 a.m. Expert, amateur and powder puff prac. 8, first moto (experts, amateur and powder puff) at 9:30. Separate novice prac. & motos after lunch. Info: (714) 746-3839.

DAYTONA SPEED WEEK

March 10 to 16

MON: Registration and practice, amateur and expert.

TUES: Reg. & prac., all classes.

WED: Prac. & Sportsman Road Race.

WED. NIGHT: Short-track, novices only. THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.

FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.

FRI. NIGHT: Short track, amateur and expert only.

SATURDAY: 76-mile novice race. 100-mile amateur-expert race.

SATURDAY NIGHT: Short track, amateur & expert only.

SUNDAY: 200-miler, experts only.

SUNDAY, MARCH 16th

TT SCRAMBLES at Adelanto, Cal., by the Desert Phantom M.C. on Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

HARE SCRAMBLES by the Prospectors M.C., limed from California City Golf Course near Mojave. Start 10 a.m. Trophies available from Dec. 15 race.

TT RACE by the Mesa M.C. at Southbay Speedway on Otay Mesa, Cal. Previously known as Mesa Speedway, adjacent to Brown Field Airport.

ENGLISH TRIALS by the Southern Calif. Trials Assoc., at Oak Glen, Cal. Limed from the Red Barn Dinner House on Oak Glen Rd., approx. 15 miles North of Beaumont. Don't take Oak Glen Rd from Yucipa end, due to a washed out bridge. Sign up at 9:30 Trials start 10:30. Info: (213) 865-3991.

POKER RUN at Napa Cal. by Napa M.C. at Napa Fairgrounds, Burnell St. Gate. Sign-up, 9 to 11:30 a.m. AMA sanc.

PROSPECTORS HARE SCRAMBLES. Separate course for trailbikes. Limed from California City Golf Course near Mojave, Calif. 10 a.m. start.

12th ANNUAL POKER RUN by Hi-Way Kings M.C. Start 8 a.m. to 9:30 a.m. Deadline 2:30 p.m. AMA sanc. Start at Long Beach Harley-Davidson, 3654 Long Beach Blvd., Long Beach, Cal.

SUNDAY, MARCH 23rd

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

AFM NATIONAL POINTS ROADRACE at Vacca Valley Raceway, Vaccaville, Cal. Info: (415) 588-6526.

SCRAMBLES by the Sinners M.C. at Perris Track. Small bikes morning, big bikes noon.

HARE SCRAMBLES by The Invaders M.C., Dist. 37 points. Sidehacks welcomed, 10 a.m. start. Limed from Red Rock Canyon on Hwy. 14. Info: (213) 254-1306.

SAT. & SUN., MAR. 29 & 30th

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 15, \$8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

Sidehacks Sat. and Sun., gates open 6 a.m. both days.

SUNDAY, MARCH 30

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephraim, N.J.

11th ANNUAL ANGELS' FLIGHT by the Lost Angels M.C. Limed from Hi-Vista Store. Dist. 37 desert points. 10 a.m. start. Large rock party Sat. night. Info: 768-1058.

WED.-SUN., APRIL 2-6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.-SUN., APRIL 3-6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

SUN., APR. 13, MAY 11, JUNE 15 SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

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SUNDAY, APRIL 13th

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavy-weight at 1 p.m. Info: (805) 497-2060.

SUNDAY, APRIL 20

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SAT. & SUN., APRIL 26 & 27th

Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SUNDAY, APRIL 27

90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

SUNDAY, MAY 4

175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

HALF-MILE NATIONAL in Cumberland, Maryland.

SAT. & SUN., MAY 10 & 11th

7th ANNUAL VEGAS TOUR by the Lucky Wheels M.C. Dinner, many trophies, parade, souvenirs for all. Info: (714) 688-5072.

SUNDAY, MAY 11

DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

AMA PROFESSIONAL SHORT TRACK at Dixon, Cal. Third-mile dirt track. Purse \$600. Trials 7 p.m. Race 8 p.m. Bob Barkhimer Associates, Inc. Santa Cruz, Cal. (Dixon Fairgrounds is 20 miles west of Sacramento.)

SATURDAY, MAY 17

50-lap on 1-1/8 mile race-track at Nazareth, Pa.

SUNDAY, MAY 18th

MOTO-CROSS RACES by the Hi-Boots at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Prac. 8:30 a.m. Experts race 10 a.m., novices follow expert program.

SUNDAY, MAY 25

250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25

1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SATURDAY, MAY 31st

CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SAT., MAY 31, SUN., JUNE 1

500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SUNDAY, JUNE 1

HALF-MILE NATIONAL at Livonia, Mich.

SATURDAY, JUNE 7

DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8

115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

FRI.-SUN, JUNE 13-15

100-MILE NATIONAL ROAD RACE at Loudon, New Hampshire.

SATURDAY, JUNE 14th

CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 22

15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelberg, Pa.

FRIDAY, JUNE 27

25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SATURDAY, JUNE 28th

CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 29,

CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SUNDAY, JULY 6, 1969

1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at San Jose, Calif.

SATURDAY, JULY 12, 1969

50 LAP TT NATIONAL by J.C. Agajanian at Ascot Park, Gardena, Calif.

SATURDAY, JULY 12th

CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JULY 13th

FIELD MEET FOR 125s by the Hi Boots M.C. at Dehesa Speedway, east of El

Cajon. For 125s and under, trail, street or race. Info: 4140 Acacia Ave., Bonita, Cal., 92002.

SATURDAY, JULY 19, 1969

30-LAP TT NATIONAL by Mt. St. Helens M.C. at Castle Rock, Wash.

SUNDAY, JULY 27, 1969

20-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at Santa Rosa, Calif.

SAT., AUG. 2 & SUN., AUG. 3, 1969

110-MILE NATIONAL CHAMPIONSHIP ROAD RACE including 250cc Amateur and Expert race. Practice on Saturday. By Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. At Indianapolis Raceway Park, Indianapolis, Ind.

SUNDAY, AUGUST 3, 1969

HILLCLIMB NATIONAL CHAMPIONSHIP (Class A Bikes) by White Rose M.C., Jefferson, Pa.

FRIDAY, AUGUST 15, 1969

SHORT TRACK NATIONAL CHAMPIONSHIP by Santa Fe Park Enterprises, Hinsdale, Ill.

SUNDAY, AUGUST 17, 1969

20-LAP TT NATIONAL by Peoria M.C., Peoria, Ill.

SUNDAY, AUGUST 24, 1969

15-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Scanlan's Promotions, Inc. at Sedalia, Mo.

THURS., AUGUST 28

30-MILE on a 1-mile track, Indianapolis Fairgrounds.

SAT. & SUN., SEPT. 6 & 7

125-MILE NATIONAL ROAD RACE at Sears Point, Cal.

SATURDAY, SEPTEMBER 13, 1969

1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by J.C. Agajanian at Ascot Park, Gardena, Calif.

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March 23 - Mini-Bike Meet; SCTA Riding School
March 30 - Saddleback Scrambles

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VIEW FINDERS 19 Grand Prix 69 March 29 & 30

NAME _____ AGE _____ PHONE NUMBER _____

ADDRESS _____

Number _____ Street _____ City _____ Zone _____ State _____

I am a bonafide member of the _____ Club.

A.M.A. Number _____ Expires _____

Make Motor _____ Engine Number _____ Cu. In. _____

I will enter in the _____ Class. Novice ☐ Amateur ☐ Expert ☐

Riding or Sidecar Partner _____

If under 21 years of age, Parent or Guardian must sign _____

I have read this entry blank. Yes ☐ No ☐

Signature required _____

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District 37 Sports Committee; and I further agree to hold blameless the American Motorcycle Association, the contest committee, the sponsoring organization and any property owner or owners, for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

Mail Entries to: Lightweight Classes
Tom Newbon
6333 Woodman St. #A
No. Hollywood, Cal.

Heavyweight Classes
Ernie Alexander
6333 Woodman St. #A
No. Hollywood, Cal.

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Close March 15 midnight

Jump Contest Winner to receive New set of Leathers of his choice



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VOICES OF THE WEST

J.N.'s DUAL DRIVE

Mr. Roberts:

Many have emulated you by wearing
the famous superman shoulder pads.
Once I thought they were super muscles
but when stripped down to mortal cloth-
ing you are very human.

Along with being admired for super
go, as a matter of course, I now wish to
report this champion's humanity in the
Elsinore Grand Prix pits Saturday, after
he and other completed a race very try-
ing to many men and machines.

This was a European motocross cake
walk. Their kind of riders and some of
us were as happy as a wee child making
mud pies.

The pits were no less trying for the
four wheelers.

Everywhere you looked there was
digging, pushing, jacking, planking, hay-
ing and cooperation. The tow truck cables
were slowly winching hopelessly mired
metal victims.

Then we saw J.N. in his dual drive,
moving his Dodge with dispatch up to one
and then another helpless case, and in his
style, getting the job done speedily.

Moving all around the pits like a desert
racer trying to find the trail, he freed all
he found until dusk saw the operation
well completed.

This kind of dual image is heart warm-
ing, the stuff we like to see in a champ.

Say, you look neat, sans the face hair.
Now we can see what kind of guy you are!
No matter how much trouble the racers
felt they faced, the Gripsters had the
most challenge.

They made a go of it without abandon-
ing gobs of course.

Bless the Gripsters the city and people
of Elsinore, the new hometown of metro-
politan racing.

DON RAPP
Buena Park, Cal.

GOT A CANDIDATE?

I've been an avid motorcycle race fan
since my high school days thirty-five
years ago, first at the old L.A. White
Sox Park, then Atlantic, Gilmore, South
Gate, Lincoln Park, Carroll, Ascot,
Prado, Sacramento, Carlsbad, Willow
Springs, Elsinore, Perris and Saddle-
back.

I remember riders such as: Elder,
McKinney, Farand, Trujillo, Roberts,
Holder, Cordy & Jack Milne, Kretz Sr.,
and Lammerieux. Later such riders as
Kretz Jr., Gunter, Phillips, Basney,
Everett, Hawley and O'Brien came along.
I remember the Northern California con-
tingent headed by Leonard, Dorrestyne,
Mann, and Lawwill; the Southern boys
headed by Andres, Rayborn, and the
Lacher brothers. I've seen the Eastern-
ers headed by Markel, Roeder, Nix,
Draayer, Nixon, and of course, the
present Ascot crop led by Tanner and
Van Leeuwen.

I guess we're all prone to make com-
parisons and pick a favorite, and I have.
My selection of the best rider I have ever
seen, on any track, is based upon these
criteria: Mastery of the machine, com-
petition spirit, sportsmanship, percep-
tion, reflexes and reactions, and con-
sistency. Hoping my selection is not
tinged by nostalgia, my top rider is the
immortal "Lammy" Lammerieux. That
man was total skill on a steel shoe.

Who will agree?

C.E. JENNINGS
Lakewood, Cal.

ASCOT BIKE PARKING

I have been attending races at Ascot
Park for many years and really enjoy
the motorcycle racing - but I believe it
is outrageous the way they charge for
motorcycle parking.

First it was 25¢ (years ago) then 50¢,
then 75¢, then the big boycott last year
and they let us park free, then it was 50¢
again, then it was called off for the
Clyde Litch Benefit, then again for the
TT races last week they said "50¢
please." Why don't they make up their
minds and stick to something so people
will know what to expect?

They really should remove the charge
for bikes to bring in the cyclist. After
all it worked after the big boycott last
year and the parking lot was filled. They
actually lose money by charging this un-
reasonable amount because they are
losing several dozen people every race.

I can gradually see Ascot motorcycle
racing going right down the tubes, as is
the opinion of Carl White from Inglewood
who wrote your paper a few weeks ago.

The crowd is treated as if they are
just being tolerated there and they can
either like it or not.

The crowd won't dwindle away over-
night, but it's on its way. I am also
happy to learn that Cycle News is for
free speech - so I will add one more
thing: Any cyclist who keeps up tolerat-
ing the "treatment" they are getting
regarding parking and restrooms doesn't
have any backbone. And as a matter of
principle my family and friends are
never going to Ascot Park again.

VICKEY LAMAR
Inglewood, Calif.

CONGRATULATIONS GRIPSTERS

Gentlemen, you have finally done it.
After 16 years of riding Sportsman
events in the Southern California area I
feel the need to write a letter.

I would like to commend you on your
recent Gran Prix. It was, without a mea-
sure of doubt, the worse event from start
to finish I have ever had the misfortune
to ride. A little mud in any event is a
test of skill and endurance for a rider
and his machine, however your four mile
lake of mud was ridiculous.

Nature was beyond your control, how-
ever rerouting of the track after the
Saturday event would have cut down a
little of the mud for the big bores. How-
ever, above and beyond the mud, the
complaints are numerous.

As a beginning, the "one-minute
spaced start" was more like a mad
scramble. The fact that there were auto-
mobiles crossing the track in and around
the town was enough to un-nerve anyone,
to say nothing of the un-helmeted street
riders that were cruising the track in
all spots.

It is encouraging to round a bend in
the track and have to dodge a street
rider out for a would be Sunday ride.
The lack of Gripster Patrol riders was
evident to all concerned, which I imagine
was a definite problem on the part of
your club members, after all not very
many would volunteer to ride in that
muck for nothing.

Again gentlemen, congratulations,
your well run event of last year brought
back fond memories of the old Catalina,
and your run of this year will bring back
nightmares of places I would rather not
be ever for years to come.

JERRY WILLINGHAM
Culver City, Cal.

COPY OF LETTER TO HOM

The Honorable Tom Hom
Member of the Assembly of
The State of California.
Sacramento, California.
My Dear Mr. Hom;

According to an article in the San
Diego Union of this date, you have intro-
duced legislation which would require
motorcyclists to wear protective head-
gear.

Not having a copy of the proposed leg-
islation, I cannot review it completely
but personally agree that some steps
should be taken to regulate firms which
rent motorcycles to require them to pro-
vide protective headgear of an approved
design to riders who hire their machines.

As an active motorcyclist of many
years standing, I would not think of rid-
ing my machine without first securing
my safety helmet and the great majority
of two wheeled riders share my views.
However, Mr. Hom, to suggest that cycle
enthusiasts should be FORCED to wear
protective clothing would seem to be
about as reasonable as to introduce leg-
islation to force everyone to wear rub-
bers and rain coats if they ventured out
in the rain and just as constitutional
too, I might add.

If you will study the statistics more
thoroughly, you will notice that the great
majority of motorcycle accidents are
suffered by inexperienced riders who are
on a borrowed, rented or newly pur-
chased machine. You may also find that
70% of the accidents involving a motor-
cycle and an auto are the fault of the
car driver.

Having watched your career as a pub-
lic servant, it has been my observation
that you have always been a fair and just
man and we were pleased to see you go
to Sacramento; so please don't start
legislating against a minority group such
as the motorcycling enthusiasts even
though your intentions may be founded
on honest concern for the cycle riders
welfare.

The last session of the legislature
enacted a law which requires all two-
wheeled vehicle operators to be licensed;
as soon as the law catches up with all
the riders as they renew or get new
drivers' permits you will find the motor-
cycle accident rate drop, and with the
proper education of automobile drivers
concerning motorcycles it should de-
crease the accidents even more.

WM. D. HARMER
San Diego, Cal.

IN THE CONTRACT

Rescue Three was also a welcome sight
for me and my dislocated shoulder on the
Barstow-Vegas Run (30 Nov 68).

But I had forgotten my debt until read-
ing in last week's "Voices" about a con-
tribution to this altruistic organization.
A quick call to my insurance company
got them \$10 under an Ambulance Fee
clause.

JAMES L. GILLIAN
Los Angeles

GIRLS ONLY CLUB

This is an open invitation to all girl
desert riders. In case you haven't noticed
there is a new girls (only) club in the
desert. Any girl interested in joining
please contact us at the following num-
bers: 896-2541, 343-9467 p.m., or write
END DOES M.C., c/o Lonnie Craig, 14931
Roscoe Blvd. #5, Panorama City, Calif.
In addition we would like to thank the
many desert clubs that present first girl
trophies and finishing pins.

END DOES M.C.
Lonnie Craig, Secretary

Legislative Notebook

by Barbara Adams Dahms

In recent weeks cyclists have been hit
with new ordinances limiting or prohib-
iting riding in empty areas within the city.
Two of these new rulings have been
passed in the last few weeks in Torrance
and Thousand Oaks, suburban incorpora-
tion within the Los Angeles complex.

The Thousand Oaks ordinance pro-
hibits loud noises of motorcycles riding
on private property. It is "designed to
protect residents living within 500 feet
of the exterior boundaries of the vacant
property or lot." and describes a viola-
tion as being motorcycles exhaust noise
that is of a volume "unreasonable loud,
raucous, jarring, disturbing or a nuisance
to any person within the area of audi-
bility."

Conejo valley motorcyclists immedi-
ately protested the ordinance and at the
second hearing which "perfects" or
finalizes the document, a large number
of riders expressed their objections to
the council. This led the council to agree
to study the ordinance further. Mean-
while the prohibition is in effect.

Jim Collett, of the Conejo Trail Riders,
leaders in the battle against the plan,
will be one of five motorcyclists, who
will meet with two city councilmen and
two or three of the residents who have
registered complaints about the cycles
and their noise. "We are hoping to work
out some arrangement," he says. "We
are agreeable to mufflers. We are will-
ing to establish some minimum distance
from residential areas. The committee is
to report back to the council April first.

"The ordinance is vague and dis-
criminatory," Jim adds. "It's just mo-
torcycles." This charge of discrimina-
tion was made by many of those who
spoke against the proposal...Why just
motorcycles?

The same question was being asked in
Torrance. For several months Torrance
cyclists objected to an ordinance that
singled out motorcycles for noise and
nuisance. So the Torrance City Council
took the matter under consideration.
The Traffic Department met with several
local cyclists who had protested and
recommended that there be more speci-
fic muffler requirements to limit noise.

When the recommendation was finally
organized into an ordinance it read: Any
person who operates a motorcycle, trail
bike, minibike, dune buggy, motor scoot-
er, jeep or other motor driven vehicle
on any vacant lot, vacant property or
acreage within the city and disturbs the
peace or quiet of any neighborhood or
person by noise, dust, smoke, or fumes
caused by such vehicle shall be guilty of
a misdemeanor." Almost the same as
the Thousand Oaks ordinance except that
this one includes all the other vehicles,
too. Non-discriminatory! In fact, the
members of the Torrance City council
insisted that motorcycles weren't really
much of a problem. It was, they said,
really the go-carts that were a nuisance.

Ken Hudson, a competition rider and
engineer for the City of Torrance, led
the battle there against the proposed
ordinance. Unfortunately he did not have
the volume of support that was mustered
in Conejo, but nevertheless, he main-
tained a cogent and determined opposi-
tion. When the ordinance was finally
passed in it's "perfected" form, it was
clear that the council had considerable
misgivings about its advisability.

It is also clear that there has to be
answers. The increasing number of mo-
torcycles has re-opened the old wound
in the "body politic". Survival is going
to necessitate that we reassess our-
selves and our responsibilities. It is also
going to necessitate that we make a
determined and continuing fight for our
legitimate rights.

Got Something To Say? Then why Haven't we heard about it?



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Houston Astrodome,
February 7, 1969**

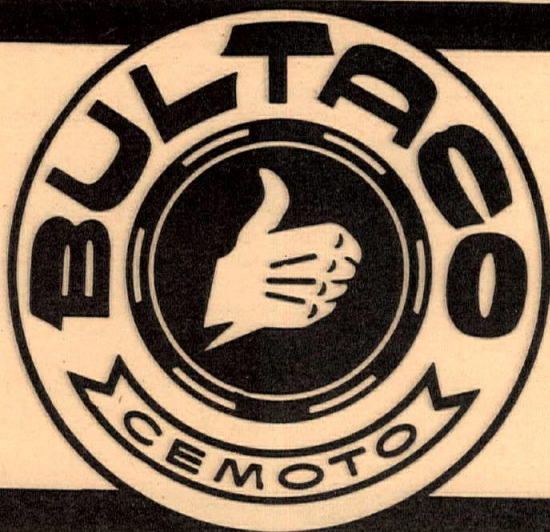
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ACA Moto-Cross 2/16/69

Desert M.C. Hare & Hound 2/16/69

125cc Sportsman Class
1st Ben Harwell - Bultaco

24Hr. Enduro Winner

Casper, Wyo. 2/1 & 2/69
1st Heavyweight - Bultaco El Montadero
Larry Rush & Don Collins (riders)

1st 250 Expert (2nd Overall)
Larry Bergquist - Bultaco

**District 19 OVERALL
Champion**

Bultaco rider Mike Kidd



Yamaha pilot Al Baker will concentrate on moto-cross in '69.



Gary Bailey snatched the 250 Sr. win.

Photos by John Shedd

Turner Takes Saddleback Class, First Time On Maico

ORANGE COUNTY, Cal., Feb. 16— With rain coming on the Friday and Saturday before the ACA's first moto-cross at Saddleback Park for 1969, it was doubtful if the race would run at all. Wes Cooley, president of the ACA, and Vic Wilson of Saddleback Park decided to run the event as scheduled even if the cars and trucks in the pits would have to be pulled out with the park's four-wheel drive vehicles.

Some staggering mud-holes were found in practice, and the actual start time for the first race was moved up so the course could be changed in a few places. With the sun out the track began to dry fast and the 100-125cc Jr. and Sr. combined race got off to a good start, Gary Bailey and Mike Runyard leading the field.

Bailey maneuvered his Penton into a first for that moto, followed by up-and-coming Runyard aboard his Norm Reeves-sponsored Sachs racer. Overall, these two riders finishing in the same position.

Hodaka man Frank Rowe was first 100cc Sportsman; another Hodaka pilot, Dan Smead, took second.

The 250cc Sportsman class was a real

bear to score since many riders got stuck in an atrocious mudhole in the back section of the course. Russ Turner, his first time out on his new Maico, copped first overall. His riding buddy Bill Harris, also on a new Maico and his first time out, finished third overall.

Both of these riders are sponsored by Bob Bailey's Service Center and were wearing the new team jersey. Larry Geese managed to squeeze between the two Maico men aboard his trusty Husky.

Gary Bailey again showed the way around the demanding Saddleback course in the 250 Senior event, with an overall win aboard his Nick Nicholson sponsored Greeves short-stroke. Greg Smith gave Bailey a good fight in the first two motos but fell out in the third.

Dave Aldana and his Ossa copped second with Al Baker taking his Yamaha to third. Al says he'll be concentrating on moto-cross this year, rather than desert.

Montesa ace John De Soto had problems in the 500 Senior class with a flat rear tire in the practice and another in the second moto. He won the first moto with Montesa-rider Bob Grossi in hot pursuit. A fast-closing Maico ace Tom Rapp was third.

After De Soto's flat in the second, Grossi took over and snatched the win with Rapp behind.

On the third moto found there was no De Soto. He'd run out of tubes. So Grossi and Rapp battled it out, Rapp getting the win. He also got the overall 500 Sr. win, with Grossi going to a third overall. Montesa-sponsored Tim Hart was waiting in the background, and got the overall second.

Gary Jones kept plugging away on his BSA for a hard-earned fourth. Jon Nelson made his mark in the 500cc Sportsman with the overall win, fending off second place Husky-rider Carl Cotton and third-place Maico pilot Rog Flaming.

(Results on page 16)

SCMA Happenings

By Rob Robbins

NORWALK, Cal., Feb. 3— Ellis "Smitty" Smith began the 12th meeting of the Southern California Motorcycling Assn. by promising better and more complete books this year.

The final word on the SCMA's bulk mailing permit is affirmative. Henceforth, the association will mail all member club flyers at a cost of 4¢ each to the club, quite a saving.

A plea was made on behalf of the clubs in the Bakersfield area for more participation from L.A. area riders. In return, they will patronize as many L.A. area runs as possible.

The Arvin Travelers MC has a Poker Run Feb. 23 as the first SCMA sanctioned run of the year. (see Calendar of Events this issue) It will be followed by the 1st Annual Poker Run sponsored by the SCMA itself, March 9.

Doug Berger, SCMA Vice President, has taken on the chore of printing a monthly newsletter. It will be mailed with the flyers each month. Address for correspondence is 6029 Farrington Ln., Los Angeles, Cal.

It seems the corporation license is not too far away. It is in the final stages of red tape, in the hands of the attorney.

Balloting for next years officers will be done by mail, as planned by Berger. He initiated quite a few adjustments to the SCMA's method of operation. One of these is a three-month membership drive in the near future.

Another explanation of the security patrol was requested by outrider, Jerry Blackshear. Shammie Street (Oxnard) and Al Reynolds (originals) are in charge. But it is up to the referee of each club to appoint and supervise the patrol for their run.

Thanks to the So. Cal. Harley Davidson Dealers Assn., the billfold size 1969 Calendar of events will soon be available.



The 'Flying Hawaiian' was flying.



Buco

HELMETS

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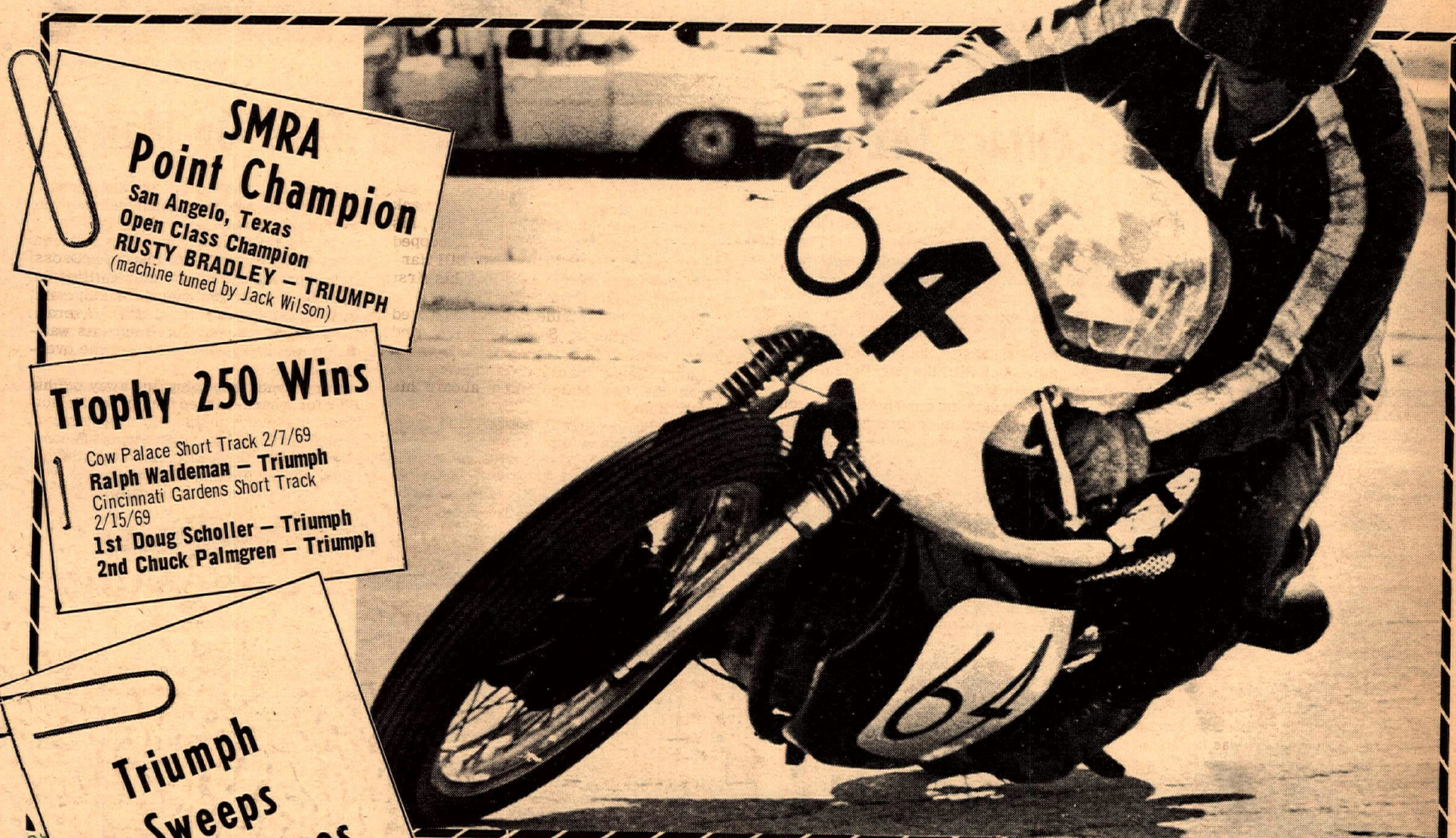
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Trophy 250 Wins

Cow Palace Short Track 2/7/69
Ralph Waldeman - Triumph
Cincinnati Gardens Short Track
2/15/69
1st Doug Scholler - Triumph
2nd Chuck Palmgren - Triumph

Triumph Sweeps Open Classes

Perris TT Scrambles - 2/16/69
Open Expert - T. Dorsch
Open Amateur - T. LaFortune
Open Novice - J. Boyle



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Auzzies Good To Him, But Jones Wants To Fly Home

by Peter White

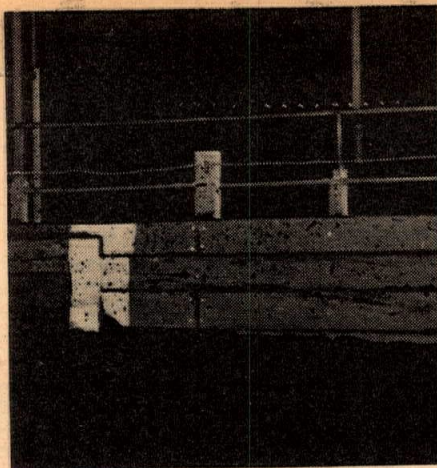
SYDNEY, Australia, Feb. 8 - Since his accident Chuck Jones has been transferred to the Acute Spinal Clinic of the Royal North Shore Hospital, Sydney. He is undergoing the most specialized treatment available, but his condition is still described as "serious".

His mother has flown from America, and she is with him for long hours every day. The circumstances are tragic and he certainly needs her comfort. Jones, an American speedway racer, crashed January 11 after turning away from a fallen rider.

Specifically, he has a crushed fourth vertebrae in his neck. This has resulted in complete paralysis from the neck down. He is unable to move any of his limbs although he does have some feeling. He can, for example, feel hot and cold or somebody touching him. He is in traction on a stiff board and is likely to remain this way for another twelve weeks before anything further is done or any decisions made.

He is having regular physiotherapy.

Unfortunately, about two weeks ago a blood clot developed in his body and his condition deteriorated. Visitors were



This is where Jones hit the wall. His neck struck the cable that runs along the top.

banned, and this edict has not yet been lifted. The crisis appears to have passed, however, as the clot has settled out of harm's way near his chest.

His only other injury is his right arm which was badly smashed. During an operation he had two plates inserted - one above the elbow and one near the wrist. It is healing well. "The doctor is delighted with the progress", Mrs. Jones said.

Apparently if Chuck's third vertebrae had been injured he would have been killed outright so actually he is a very lucky man. I am told the helmet had a crack down the magnesium crown, so hard did he hit the fence.

Chuck was 27 on Feb. 17 and his mother made a special ice cream cake. No one other than nurses was permitted to attend the party.

They have hopes of flying Jones back to California in late April or early May, but the expense will be enormous. A doctor's fare may have to be paid as well. They are quite happy with the treatment he is receiving here, but naturally nothing beats being at home.

Just when he will be able to get up and about is an entirely different question. At the moment Chuck is convinced he will make it, and that is the only way for him to think in his present condition. He has his depressed moments, but generally is bearing up quite well.

A fund has been started here in Sydney to assist with costs, and to date \$2320 has been realized.

Californian Bagnall Is AMA Pres Again

William M. Bagnall of Sierra Madre, California was re-elected President of the American Motorcycle Association (AMA). Trustees of the 105,000 member association, headquartered in Worthington, Ohio held their annual meeting at the Washington Hilton Hotel in Washington, D.C. on Thursday, February 6th. In addition to Bagnall, elected were: Michael Bondy of New York City, New York, Vice-President; Lawrence Wise of Philadelphia, Pennsylvania, Secretary; Earl Miller of Baltimore, Maryland, Treasurer; Robert Hicks of Danvers, Massachusetts, Assistant Treasurer.

In addition to the five officers, the Trustees elected an Executive Committee, which includes Donald Brown of Nutley, New Jersey, Walter Davidson of Milwaukee, Wisconsin, Roxy Rockwood of Los Angeles, California to complete the eight man committee. Other action taken by AMA's Trustees gave a preliminary go-ahead to the development of organizational structures at the district level.

Trustees also voted to submit to the Class B members a proposed By-Law change which would have the chartered clubs in each AMA district elect an alternate, as well as a member to the AMA competition Congress. The alternate to serve in the absence of the elected member.

Before adjourning, the Trustees requested that the chairman of the Competition Congress, W. T. Berry, Jr., establish the necessary special committees to study the question of sportsman and professional riders participating in non-sanctioned events.

Sunny Fun In Phoenix

By Matt Glover

PHOENIX, Ariz., Feb. 9 - Another lovely Sunday afternoon. Over 50 bikes on the grid board. 125 Novice and Amateur to run together, also the Open Amateur and Expert. Friendly, freckled twelve year old Gary Wells, and dad, are visiting again from Las Vegas.

Wells (Bri) won both heat and main in the 125 Amateur, followed at a safe distance each time by Bill Cramer (Bri). Dick Shuman (Kaw) took third over John Hill (Hon) in the heat, but the main was another story with Hill turning the tables on Dick.

Eleven bikes on the line for the 250 Novice races. Bob Ritz (Yam) in good form today took both the heat and main. He won the heat in fine fashion, all the way. But, in the main Pete Wouters (Yam) kept diminishing the lead and closed up tight in the sweeper of the final lap. Bob pulled him down the straight to win by four lengths.

All through the race Pete had his problems shaking off the ever pressing Gary Wells (Bri) who took third. Wells made a poor start in the heat, being eighth on the first lap. In the main he had second spot in the initial circuit. Ray Brown (Bul) got third in the heat, and fourth in the main.

The 250 Amateur-Expert heat saw Brian Ross (Duc) and Tom Halford (Bul) first and second for three laps. Byron Boaz (Yam) was back in fifth place at lap one, third in lap three, second on lap four and going ahead of Brian Ross after the jump to win by eight lengths. The main saw Ross get the jump off the line again, and lead for two laps, closely pursued by Boaz, Gabbert, Jim and Tom Halford.

Gabbert dropped out on the second lap due to some malfunction (tinkeritis?).

Boaz passed Ross for the lead in the third lap. The finish had Boaz, Ross and Jim Halford about two lengths each apart, all the rest were away back.

Paul Niemi (Bul) was fifth overall behind the Halford brothers, and first Amateur. He ran ahead of Dale Sturdevant (Yam) and Larry Desmond (Bul), in that order, in both the heat and main races.

Mike Hampton (Hon) jumped into the lead at the start of the Open Novice and just ran off from the pack, winning easily by more than the length of the straight. In the last lap Ron Ford (Tri) bested Pat Hayes (Bul) for second. Carl Antilla (BSA) was fourth. In the main Ron Ford took the early lead, and held it for three laps. Then Mike charged ahead in the esses in the fourth, going on to the checker by ten lengths. Going into the sweeper on the last stanza Pat Hayes tucked in under Ron Ford, and they dragged it out to the flag, Pat ahead. Larry Bruner (Nor) ran fourth all the way, keeping in front of Carl Antilla (BSA).

The Open Amateur and Expert heat started with Sil Modesti (Nor) out front, closely chased by Byron Boaz (BSA) and Jon Sellers (Tri). Lap two had Boaz in the lead. On the third go-round Boaz went a little wide into the approach right bend of the left sweeper, got into the loose dirt (mud) and Sellers, who had just passed Modesti, took the lead.

Sellers and Boaz

In the next frame, in the same place, Sellers went in too fast and wide, slipped in the "stuff" and Boaz took over, to win. In the main Sellers held first for one lap until Boaz went by on a fast track. Boaz had fifteen lengths on Sellers at the finish; and Modesti was another twenty lengths back in third.

Fourth overall, and first Amateur, John Haviland (Tri) was never headed by Carl Antilla (Nor) and Jim Abbott (BSA) who finished in that order.

Two flat track races were run on the quarter mile oval, dry and fast. The 250 event was taken by Jim Halford (Yam) out front all ten laps. Byron Boaz (Yam) started third behind Brian Ross (Duc), moved up to second in the second lap, but couldn't quite catch Jim. Lakin Gabbert (Yam) ran fourth for two laps and finished third ahead of Brian. This was the only one of six races entered by Boaz that he didn't win. The Open flat track was a parade of Boaz (BSA), Sellers (Tri) and Jim Abbott (BSA).

The Grand Finale was a wheelie contest won by Gary Wells going down the straight on a Tote-Gote, while standing on the seat.

(Results on page 16)

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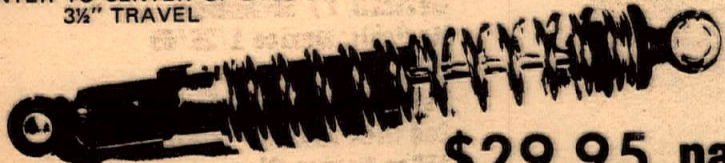
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Running Over La Fortune Doesn't Stop Him From Winning

Story and Photos by Maureen Lee

PERRIS, Cal., Feb. 16 - The threat of rain kept quite a few of the troops away Sunday, but the ones who did show got in plenty of racing and everybody ran the long course. The surface broke up some, due to previous rain damage but it wasn't bad and crashes were infrequent. The worst one was in the 250 Amateur so when the boys got a little carried away going into turn one, no one would back off and the end result was three down and out. Charles Gann (Bultaco) won that hotly contested class with Loyal Penn (Yamaha) second but in the last moto it was Jack Holt (Greeves) and Karl Wilson (Bultaco) who put on the show. They



Terry Dorsch fended off the efforts of Don Dudek and Mike Posey to copped first open expert. All three rode Triumphs.

dragged each other to the checkered flag and took it side by side. Talk about a crowd pleaser!

New papa Fred Edwards (Yamaha) won the 250 Expert with a very small Fred Jr. cheering him on at trackside, while Butch Rotz ended second with Keith Mashburn and Eric Olsen tying for third making it four straight places for Yamaha.

Both the Powder Puff and the 50cc class had small turn-outs; there were only six girls with Eulene Long (Hodaka) winning, but not without some competition from new novice rider, Glenda Holeman. She's not only fast but she knows what she's doing on the track and that's important in that class. Jay Lewis (Yamaha) won the 50 go but it was the novices who had the most fun, and we'll tab Slade Long for the up and coming rider in that division. He has all the tiger necessary to be a racer, and charges into a turn like a guy on a 40 incher. As we always say, don't underestimate the 50's, watch 'em and you'll see they're not as boring as you think.

It wasn't a good day for the big bores. Only four Open Amateurs showed and there weren't too many 500 Amateurs either so they all ran together. Tom La Fortune won but not before going down up on the hill with a mighty thud and then being run over. He finished that last moto, but two hours later still couldn't remember making his melon; second place finisher and friend, Buddy Carter follow-

Now They're Making Movie Of Knievel

"Color Me Lucky" will be the title of a forthcoming Paramount motion picture biography of motorcycle stuntman Evel Knievel. Producer Bob Hinkle of "Hud" and "Giant" fame will film the story, which may be narrated by cowboy star Chill Willis.

There is a good chance that Evel will star in his own bioepic.

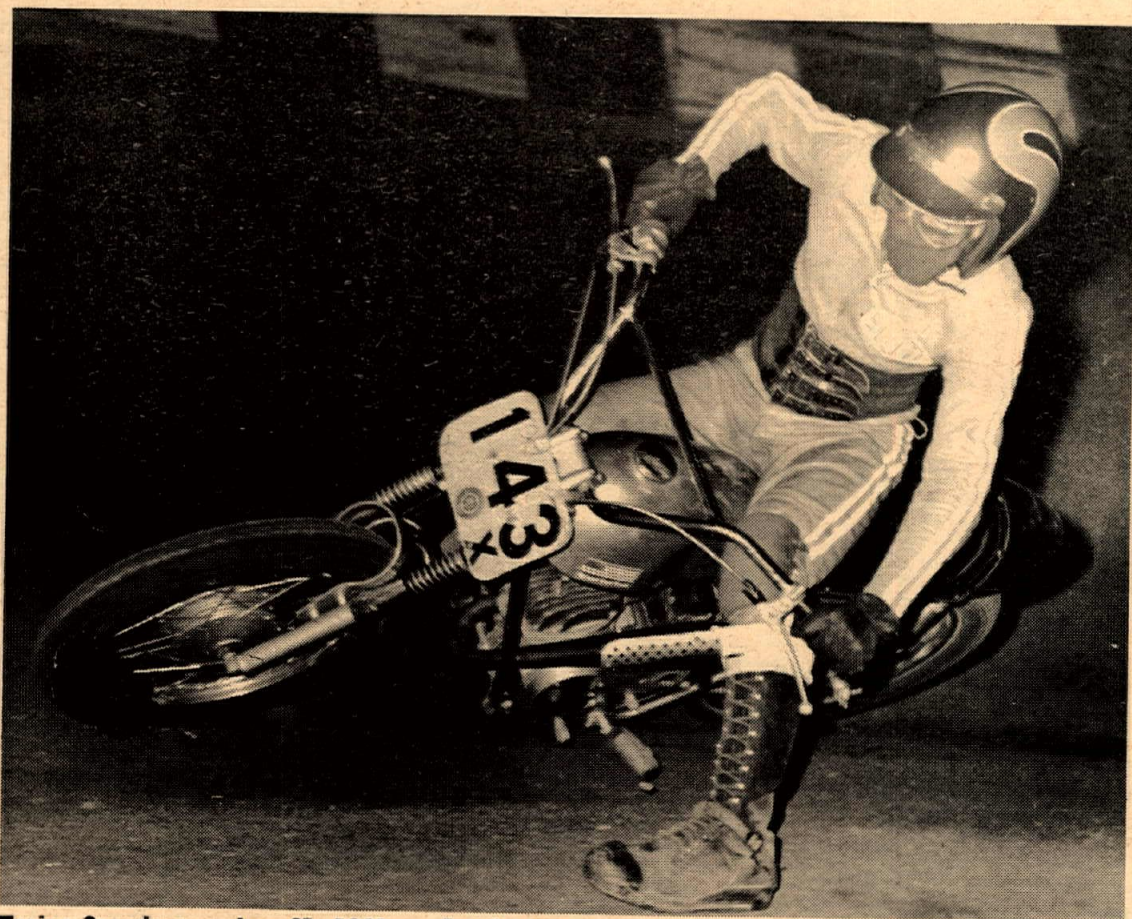
ed him around looking like he expected Tom to keel over any moment. He didn't.

We hope the Open Expert class continues like it did Sunday. Their event was the best and let's face it, it's the big bikes who bring in spectators. Terry Dorsch won, but there was some fantastic riding between him, Don Dudek and Mike Posey, all on Triumphs, while the rest of the class also put on a show. With competition like that it could bring some more of the boys back out with 40 inchers who got tired of the same old grind every week; but regardless, we're going to see some tremendous battles between Dorsch and Dudek, that's for sure.



Harley-hackers Don Kidd and passenger Cleve Pettus (42) snatched second in the hack race but not without a battle from the Triumph sidehack of Jack Moffit and passenger Keno Mescher (30).

BRIDGESTONE WINS



Trojan Speedway - Jan. 31, 1969

1st Scott Autrey - Bridgestone



AMRA TT Scrambles
Manzanita Speedway
Phoenix, Arizona 2/2/69
125cc Amateur Class
1st Gary Wells - Bridgestone

Mexicali TT Scrambles
Mexicali, Mexico 1/26/69
200cc Novice Class
1st Ruben Avila - Bridgestone
2nd Dick Arnold - Bridgestone
250cc Novice Class
1st Ruben Avila - Bridgestone

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Story and Photos by Bill Pettigrew

BUENA PARK, Cal., Feb. 15 - The annual awards banquet to give recognition to riders that participated in 1968 ACA events in flat-track, TT, road-racing, and moto-cross was held at Coda's Restaurant in Buena Park. It turned out to be the finest held to date.

A total of 148 reservations were received for the dinner, but somehow a whopping 198 enthusiasts showed up. At first it looked like many would not be able to be served due to the lack of seating, but all was set right with the addition of a few chairs on the end of tables by the patient waitresses who were being ribbed constantly.

After drinks and dinner the awards ceremony was underway. Special awards were handed out for the ACA's first annual 12 hr. endurance race at Willow Springs Raceway.

Some of the many people behind the scenes who contribute so much time and work received recognition for their efforts. Sid Chambers awarded a special plaque to ACA President Wes Cooley from the lightweight racers, in gratitude for his efforts to all sizes of bikes in competition and to his overall work for the betterment of motorcycling.

Wes also received a special award from his fellow workers in the ACA, topped off with a standing ovation from all in attendance.

The evening was concluded with an excellent film on the 1968 12 hr. endurance race. The only black mark during the evening was when the waitress brought me a margarita with no salt on the rim and cubed instead of crushed ice.



Dave Aldana receives his award. Dave's duds were a far cry from the black leathers we usually find him clothed in. Do ya groove on the silk scarf and bell-bottoms?

Government Hot For Bike Safety

Remarks by Lewis S. Buchanan, Acting Chief, Motorcycle Safety Division, National Highway Safety Bureau, to the BMW Dealer's Meeting, Washington, D.C. February 5, 1969.

Many people feel that motorcycles have been singled out for unusual safety emphasis. This is not true. The Federal requirements for motorcycle safety are but one part of a broad nationwide motor vehicle safety program which will expand at all levels of government during the coming years.

More than 55,000 traffic deaths and more than 3 million traffic injuries each year are more than Congress, State legislatures and the U.S. public is willing to pay for use of our highways.

All types of motor vehicle safety programs will receive more emphasis. With specific reference to motorcycles, I believe that within the next few years we will see every State adopt special tests and licenses for motorcycle operation, mandatory helmet use, safety inspection of motorcycles and special motorcycle driver training programs. I believe these

are realistic requirements which can and should be supported by the motorcyclists in this country. We are well aware that the legislatures in some States have been much more restrictive. Whether the restrictive trend continues will depend largely on what motorcycling does for itself. It is essential that the people who ride motorcycles create constructive partnerships with law makers, police officials, educators, and others who develop legislative or safety programs. Unless motorcycling organizes itself to speak authoritatively and realistically about its problems, and unless it is willing and able to propose acceptable solutions to these problems, then motorcyclists will continue to be faced with a variety of State and local regulations which may not accurately reflect the needs for safety.

Part of the NHTSB's responsibility is to provide the States with part of the financial support for implementing their comprehensive highway safety programs. This year 63.8 million dollars is available on a matching basis formula to

Knieval's Pupil Injured Jumping

By Clara Gutierrez

SACRAMENTO, Cal. - Hollywood stunt man Charles Burt was injured as he made a jump over eight cars. His jumping was an added attraction for the Autorama.

Burt is the only man ever to make a jump for dare-devil Evel Knieval. Evel couldn't do it himself due to surgery on his leg last week in Sacramento. Evel had been doing wheelies, taped to his motorcycle, for his part in the performance. Due to the wet asphalt Evel didn't perform on Sunday.

Burt overshot his jump, landing on a rubber mat that buckled up under his motorcycle. This caused him to high-side, the motorcycle landing on top of him. The rubber mat was being used because of rain in the Sacramento area.

Burt suffered a broken shoulder blade, a broken collar bone, seven broken ribs and two ribs penetrated his lung. He underwent surgery again Wednesday night, and is in satisfactory condition.

After Chuck came out of the Intensive Care Room, he received phone calls from people, saying they were glad he didn't make it through the jump, and that he was crazy, and a lot of unkind things.

He is scheduled to make another jump in Tucson, Arizona, on February 27th.

Burt is from St. Louis, Missouri; and he now lives in Hollywood. He is 23 years old, 6 ft. 2 inches tall, weighs 225 pounds.

He wears black leathers with gold stars, and a Bell Star helmet. His favorite candy bar, a little girl told me, is Butterfinger.

States and local communities for improving their highway safety programs.

The response in terms of State and local governments applying these matching funds to implement motorcycle safety activities has not been encouraging up to this point. To date fewer than a dozen projects relating to motorcycle safety have been funded. Therefore, funds that would substantially benefit motorcycling are being spent on other safety projects.

These funds provide an excellent opportunity for the people involved in motorcycling to demonstrate that motorcycling can be made safer through education and training. They provide a means for motorcycling organizations at the city, State and national level to contribute to improving safety. But, it is up to you and the motorcycle groups in your State to start the ball rolling. As with other Federal-aid programs, there are specific procedures to follow in applying for matching funds. An inquiry to your Governor's office or me will give you name of the State official who is responsible for coordinating your State's highway safety program and who will give you details on the operation of the grant program.

Later this month the National Education Association with the support and cooperation of the MS&ATA will conduct a National Conference on Motorcycle Safety Education.

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2nd Tim Hart - Montesa

3rd Bob Grossi - Montesa

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Trailwinds Moto-Cross, Kaneohe, Hawaii 2/9
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Little People Get In There With The Rest At Lytle Creek



Father and son teams were 50% of the total 225 entries.

by Barbara Adams Dahms

RIALTO, Calif., Feb. 16 - Over 200 riders, 50% of whom were entered as father and son teams, competed for trophies in the Lytle Creek Enduro, sponsored by the Crestline M.C. and Rialto Junior Chamber of Commerce.

Rialto was the scene of two neckbreaker tragedies in less than a year and so the idea of an easy, fun-run type of enduro was developed as a way of providing organized trail riding for the area's burgeoning young bike population.

Although the approximately 50-mile course contained no "impossible" sections or high average speeds, there was plenty of mud and scenery for all the participants. Finishers arrived covered with well-earned dirt and glory. The few hardcore enduroists who entered may not have found the course very challenging, but we applaud the sponsors for putting on a rare "candy run" for beginners who like their fun without frustration.

The event was held at the Inland Empire Safety Association Trials Course in Rialto. This trials course is also something of a "first". Rialto businessmen wanted to give the kids a place to ride. Using land which is the property of Fontana Water and Power Co. - under lease to Owl Service Rock Co. and used by their permission; the Jaycees and city and county officials, with the help of local cyclists set up the course which is available for use by anyone and for any type of event except speed competition.

The enduro was a forty-six mile double loop, lined to cover all types of terrain except large hills. It included fire roads,

sand and water crossing. Riders were able to sign up for one loop or both. Al Hillan, President of Crestline, Bill and Cecil Clayton, Theresa Vogt, Betty Smith and Charlotte Williams were among those manning checkpoints and clean-up.

"Two hundred and twenty-five riders entered the event even though the rain came down steadily for two days before. I am sure we would have had more had the weather then been like this." Bill Clayton said, noting the perfect weather for the actual event. "We feel it was quite successful. We had cooperation from everyone, the CHP, Sheriff's Dept. and the Probation Department (the course went through portions of the Verdemon Boys' Ranch, a probation facility.)"

"We are hoping to make this an annual event, and perhaps have other types of events here. Meanwhile, don't forget Crestline's Hare and Hounds in July," he added, "It'll be a mind-blower."

Box Lunch Brings \$8

by Rob Robbins

DOWNEY, Cal. Feb. 9 - The first get-together for the Southern California Motorcycling Assn. this year was a box social at the American Legion Hall in Downey.

Twenty-two handsomely decorated box lunches were the center of attraction, with some enjoyable side lights to boot. Average price on the lunches ran around \$5. However, one generously packed lunch, bought by Charlie Brown of the Pacific Coasters, went for \$8.

Guest Editorial New AMA Payoff

By Milo Walz, AMA Novice

After hearing the new payoff for races at the Feb. 2 TT at Ascot I wonder what will become of Professional motorcycle racing? Under the new ruling only first through fourth places in the heat and first through fourth places in the main event will get paid. Is this really fair to the other main event riders five through ten? I must say I think the new rule is unfair.

In previous years all the riders in the main at least made something for their effort, since they were the best for the race meet; but you will have to be better than fifth to even make gas money under the new ruling. In my own astonishment I called AMA to confirm the new payoff rate. I talked to a member of Tom Clarks staff (Director of Pro Com) and was told the new payoff would be for all dirt track races for the year of 1969, also to include the 100 lap TT in March at Ascot for what I understood on the phone with AMA.

If I remember correctly there are 33 riders in the 100 lap TT race and if you are running in 25th place on the 50th lap, are you going to keep on riding so you can go home with a worn out motor after 50 more laps or will you pull in the pits to save what you have left? Remember you need a fourth or better to get paid.

A professional rider can tell if he is in serious contention for a win or not and as a novice myself I make a lot less money than an expert, but my expenses are the same. A good expert will wear out a new tire within two race meets but if he only got a fourth in his heat and a fifth in the main will he make enough money to replace that tire so he can return next week?

A sprint car organization tried this

same payoff before and it got to the point they were lucky to get 15 to 18 cars for a race. They went back to paying everybody a little something and now they get 50 to 60. Will this same type of situation happen to professional motorcycle racing?

What will the paying public think if the riders pull out of a race because they are in a "loaded" heat or main (Van Leeuwen, Coppage, Romero, etc) because they're not in a paying position and want to save what they have left of their equipment? Will this new payoff put a lot of privately owned bikes out of business? I believe it will.

It's not that you don't want to race on the pro level, it's that you got a fifth in the main and you drove 450 miles and are going home empty-handed.

I think every professional rider who is in disagreement with this payoff should write or call AMA and let them know their opinion; maybe the ruling can be changed for the next meeting of the competition committee at the end of the year.



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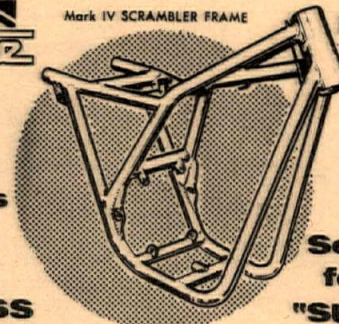


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Elsinore Win To Onga

Photos by Maureen Lee
and Ray Cooper

In town it was more fun, if you could get that far.



Everything looks under control now but 100 of these riders will be out before the first lap.



Here's how it looked later as the front runners hit the first water bath.



Then came the mud. The lightweights loosened it up for the big bores that raced the next day.

by Wayne Flemington

ELSINORE, Cal., Feb. 8—Ever had the urge to take your dirt bike and wail down the main street of a small town with open pipes? Well 1100 riders did just that during the annual two-day Grand Prix here.

The Gripsters M.C., who sponsor the event, told entrants on the posters that went out to gear for a 60 mph straight-away. But they hadn't figured on this 79-year record rainfall for Southern California. So if you've ever tried hitting 60 in two feet of very slippery mud you'll know what trouble the riders had. Only about 20% finished.

Anticipating the problem of getting out results with that many riders to keep track of, the Gripsters hired a computer to do the work. The set-up came complete with automatic camera for recording number plates as they came by; and it was all co-ordinated by a supposedly competent operator.

The way the Gripsters tell it, the operator was substantially less than competent. They had to scrap the whole idea of using the computer tapes and go back to the old lap-chart method. Because of that it took 10 days to get the lightweight results out.

Bill Onga emerged as the overall winner on 250cc Husky. Onga was listed as a novice in this scrambles event, but he's no stranger to mud and motorcycles. This is the second time Onga outlasted an endless pack of riders in the mud. He won the 22nd. Annual Cowbell Enduro at Upper Lake, California on November 10. There were 1148 riders off the line that time.

There is talk that the Gripsters disqualified many of the riders who cut around the largest mud-traps rather than follow the course as marked. No reliable information was available at press-time on this development, but, if true, it could keep their phones ringing for some time.

The starts were tediously slow, as the Gripsters insisted that riders line up in exact numerical order. Just being in the right line wasn't enough. You had to get between the riders with numbers right above and below yours. The shuffling around was more trouble than it was worth, in the minds of most riders.

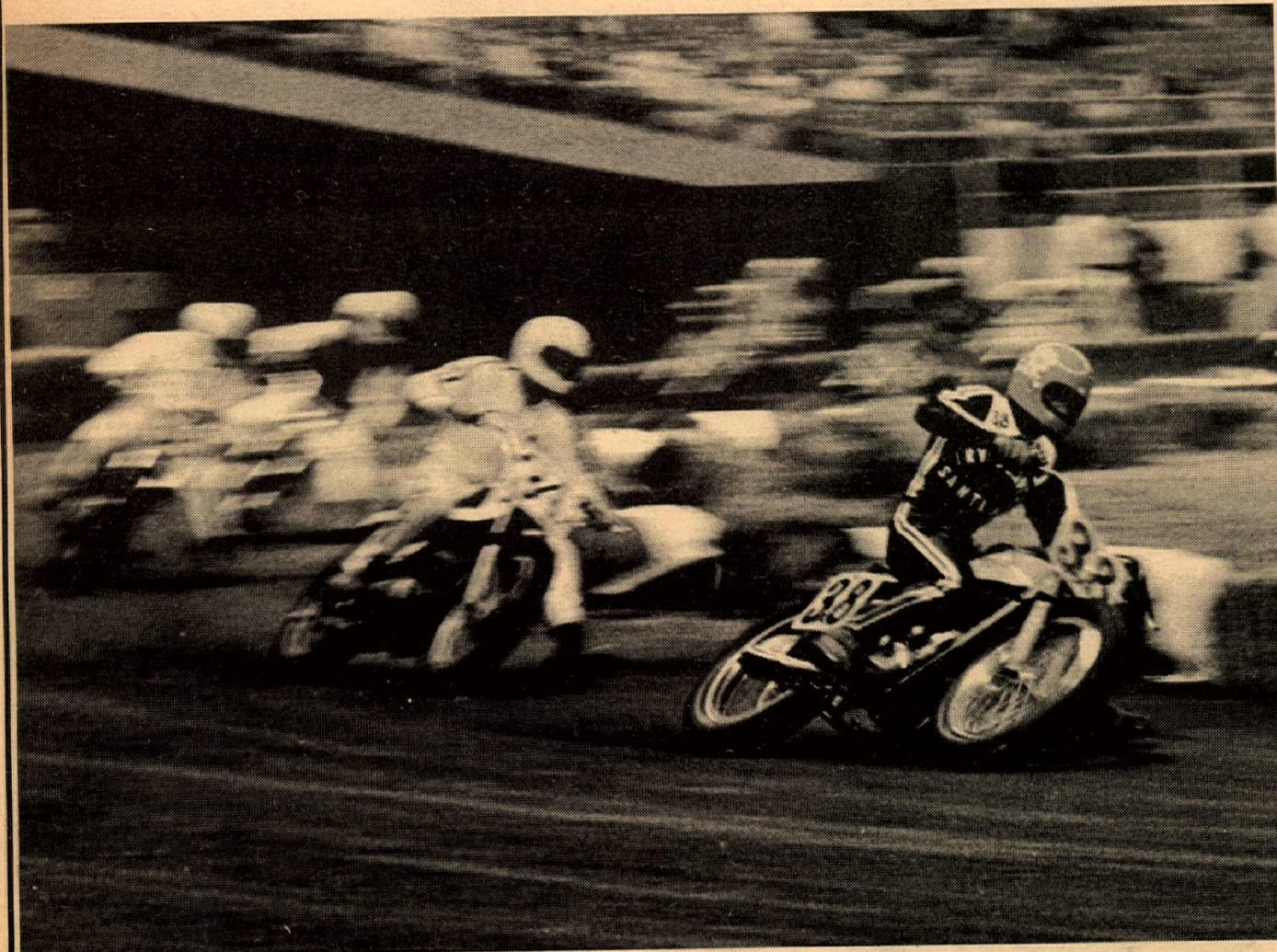
The heavyweight coverage and results appeared in last week's issue.

(Results on page 16)

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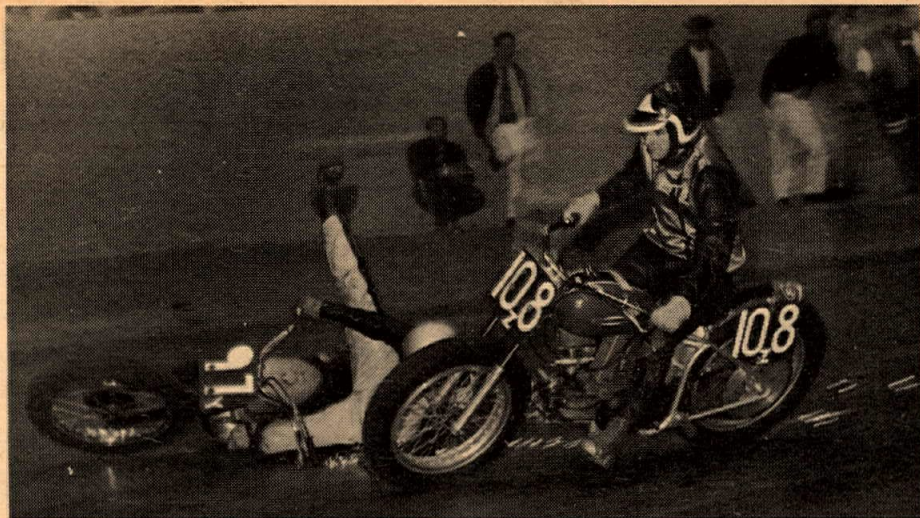
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Brelsford, Fresh From Houston, Sets Cow Palace Record



Sparks flying, a downed rider fights instinctively for balance while skidding toward the wall.

by W.H. Spencer
Photo by Dan Mahony

SAN FRANCISCO, Cal., Feb. 14 — Mark Brelsford returned from the Astrodome in Houston, Texas with a second place in the TT and also second in national point standings to establish a new six-lap Cow Palace record.

Back in December he'd set a record but in the very next heat, Nick Theroux went out and beat it with 56:98.

This time Brelsford was long gone when the green went up and finished, lapping riders, with a 54:86. If this is an indication of what is to come, then Harley-Davidson and young Brelsford have a great future.

The National #87 went on to win his heat, semi and the main with no difficulty. He did bobble slightly once in the semi. This was traced to a faulty chain link, and it was mended rapidly by Mert Lawwill and troops.

In the first lap of the main, Mark said, "I had a good start, but right away I lost the bolt on my seat and never really stayed on it for the rest of the race." But Brelsford rarely is caught sitting.

National #2, Dick Mann, was second on a Yankee-Ossa with last week's winner, Ralph Waldeman third and Jim Rice 80y, fourth.

I must compliment all concerned for this show, as it was the finest event I have ever seen in Northern California. Barkhimer Associates has secure one more indoor date, March 8.

Hill & Gully Wooly

by Richard Rambo

KIONA, Wash., Feb. 9 — Temperature in the low 40's and a light breeze melting the snow pack on the 6-mile hare scramble course used by the Hill & Gully for the last 3 years.

Conditions on the course dropped entries from the normal 75 to an all time low of 15 for this race. There were seven 100cc and eight 250cc machines entered.

At the gun they were off through the mud and sagebrush towards the first of the snowdrifts. About half of them fell here for the first of many times. Lots of mud over frozen ground, snow, water, and ice patches were the rule rather than the exception, and for this reason the normally scheduled six laps was cut to four. Only three riders managed to complete all four laps and two others went five laps to earn their trophy.

Powder Puff class had one finisher. (Results on page 16)

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Of the eleven qualifying events, the fourth was notable. The 1967-68 indoor champion, Mike Yarn, wheeled up to the pole position, and it appeared he would have little problem. But at the end of lap two, 111z, Greg Randolph, fell and so did Yarn. The black flag came out and a rolling start was initiated with Al Kenyon, 88z, leading all the way with Phil Hinkle, 190z, second and Yarn salvaging a third, all the way from last.

It becomes interesting now, because only 32 riders can make it to the four heats. This means positions 1-2-3 from each qualifying event except the slowest transfers to the heats. Because of the black flag in the #4 event, the third finisher, Yarn, was out.

Or was he? In heat #3 the riders started out to the line with the exception of 90y, Bob Bellino. The two minute signal was given, and sure enough first alternate was 46y, marvelous Mike Yarn. He did ride, and salvaged a fourth, for a berth in the semi but that was as far as he could go, as neither he nor the machine seemed to be right. It was a great effort, however, from a great competitor.

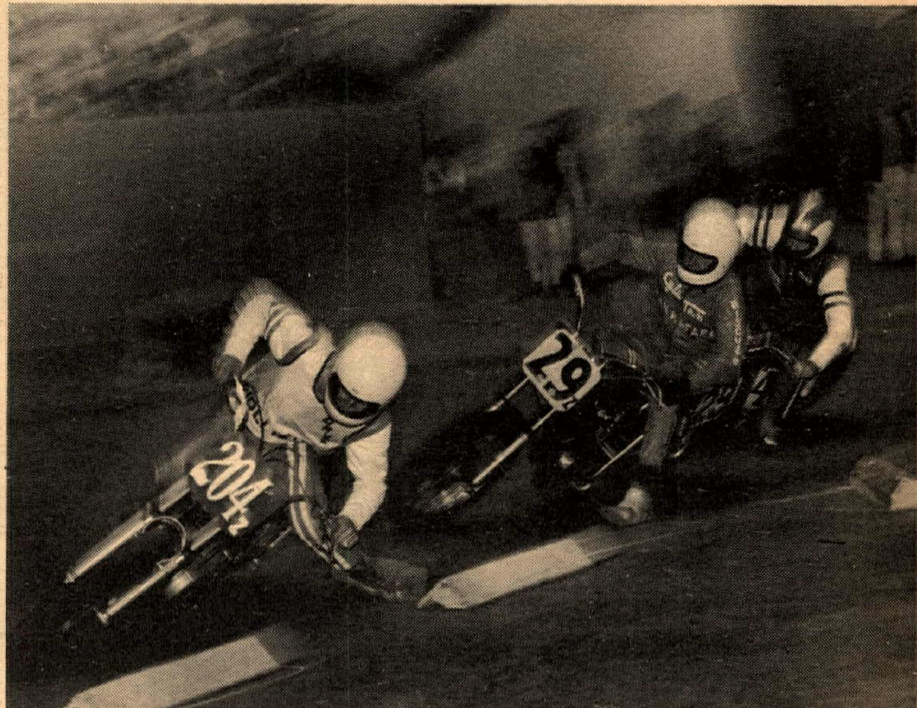
(Results on page 16)



Mark Brelsford and his Harley-Davidson.



Tensed for action, the pit crews try to decide which way this misdirected bike is going to go.



Into the corner too fast, a rider starts on his way down as two behind look for a way around.

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Londers Out-Oozes China Camp Crew

By George Schaffer
Photos by Bob Labagh

CHINA CAMP, Cal., Feb. 2 - Luck was with the Marin County M.C. once again as race day dawned clear and calm, unlike the previous week of storms that drenched and battered the area.

Husky-mounted Garry Londers, from Ohio, outran all of the 249 entrants for the overall win. Second overall, with an outstanding ride was Randy Lackey, first 250 Amateur aboard a Suzuki. Third overall was John Nelson, also on a 360 Husky.

Allen Garrahan, first 250 Novice riding a Bultaco, was wasting no time as he was one of only 7 to do all ten laps.

Dick Mann, who unfortunately arrived too late to sign in, competed anyhow, and turned in the fastest lap of the day on his 230 Ossa. Jeff Smith lectured during the morning on some of the fine points of moto-cross racing and rode during the race for an exhibition.

The race started at the bottom of a hill, with a gentle slope of pure mud, topped with a very narrow and steep climb. The rest of the course, about 4.5 miles, included a lot of fire roads, some of which allowed speeds in the area of 60-70.

Three or four creek crossings eliminated a lot of riders, but the toughest obstacles were three steep downhill. A lot of riders used both feet for stability and braking.

Another Baha Race

LOS ANGELES, Feb. 11 - Last year's Stardust 7-11 has become the Baha 500. It will be run with start and finish in Ensenada, Mexico on June 10 and 11, sponsored by National Off-Road Racing Association.

Dave Ekins of NORRA said they are hoping that a larger motorcycle turnout will result from their decision to separate the bikes from the cars and dune buggies.

Entries open March 5, and bikes will have a lower entry fee than the four-wheelers.



Creek crossing in front of the main check was a bear.



Maico rider starts up the hill to the last check.

COOLEY'S COLUMN

By Wes Cooley

With all the inclement weather lately, many of the closed course events have had to be cancelled. We see that Speedway racing scheduled for February 16, March 16 and April 19 has been cancelled. We hope this due only to the weather and not some other circumstances. I think it would be far better for the speedway racers and promoters to start the season and continue running until the closing date. We do agree that the rain has really raised havoc, although it has really helped most of the moto-cross courses by eliminating the dust problem, but it sure hasn't helped the pit areas.

Many of you who enjoy the mud probably appreciate the weather, and it looks as if there is more to come. It should help the moto-cross riders, especially those interested in competing in international events outside this country. As most of you know, the weather in the European countries is more inclement than here, and many of their events are run in the mud.

For you road racing fans, we've had inquiries from the ACU requesting permission from MICUS, the FIM affiliate in this country, to allow Rod Gould and Dave Simmonds to participate at Daytona. If any of you follow the road racing in this country, you will remember Rod from the 1967 season when he participated in many local road racing events and always finished in the top four. If you follow Grand Prix road racing in Europe, you will see that Rod finished fourth in world's championship points in the 250cc class on Yamaha/Kawasaki.

If he does participate at Daytona, it should be interesting to see how well he does. We are not familiar with Simmond's accomplishments, but he finished 14th in world's points in the 125cc class and 18th in the 350cc class on Kawasaki machines. Having a few international riders at Daytona should make for a more interesting event. There is also the possibility that some of the Canadian boys will be coming.

I would like to thank all of you who did attend the ACA Championship Awards Banquet for the warm accolade given me. We hope those of you who could not make it this year will be able to attend the 1969 banquet.

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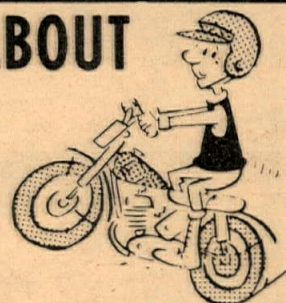
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The Drag Race Scene

By Dan Zeman

Sunday would have been a good day to run drag boats at Lions. The pits were full of water, making it impossible to race. A shout went out - "Let's go to Irwindale!", so we all headed north-east.

We had a little delay on our trip. The truck had a flat, so some of the local boys stopped to lend a hand. The helpful tire changers included Harold Spivack, Brian Janes, Jack Linn and Yours Truly. The truck was loaded with three bikes and the jack refused to work, but that didn't hinder us. We proceeded to lift the whole mess by manpower. Bikes and all, still setting in the back. Presto! one quick tire change.

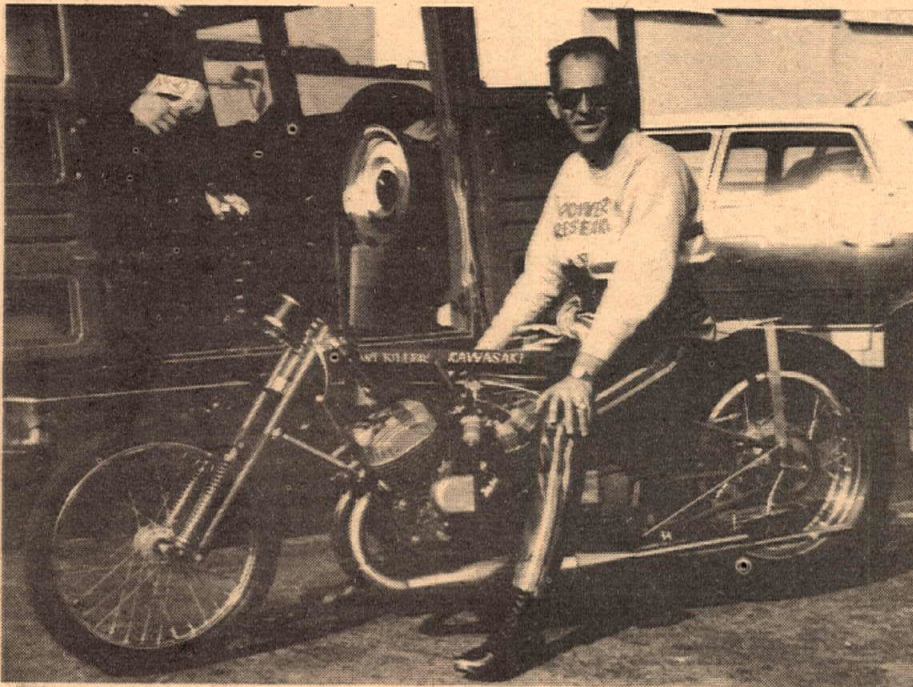
Bob Braverman, Bruce Miller and Carl Morrow sure had their problems. Morrow's bike wasn't running too well most of the day; Braverman's machine developed problems, so he packed up before eliminations. Miller lost his fire before staging, so the big run-off was between Art Houston and Joe Smith. Smith took it with 10.54 E.T. and 150.50 mph. Houston took runner-up at 10.89 E.T. and 131.67 mph.

I have received four donations, totaling \$100 to be presented at the Kern County Racing Association Top Fuel Event. These donors were: Venolia Pistons of Long Beach, E and J Drag Equipment of Minneapolis, Minn., Laidlaw Harley-Davidson of So. San Gabriel, and Big Daddy Roth of Choppers Magazine, each gave \$25. Many, many thanks to these donors. With people like this around, I'm sure it won't take Drag Racing long to come up to where it should be.

This event will be covered by Cycle News. K.C.R.A. also has their own purse of \$275.



Joe Smith's big gasser Harley.



Bob Braverman's gasser 'Giant Killer' employs two Kawasaki engines for brute power.

Meet The Dragger

by Betty Nichols
Photos by Dan Zeman

What happens when in several issues of Cycle News, a particular name insists on cropping up because of his feats as a drag racer? - It usually arouses your curiosity - that's what happens. At least it did mine.

I figured this name had a face and a personality to go with it, so thought I would go in search of the complete man. The family and I loaded into the old wagon and made the trip from the San Fernando Valley out to Lions Drag Strip. Here's what I found out:

Bob Braverman lives in Van Nuys with his wife, Barbara and their three children.

He recently became editor of Cycle Guide Magazine.

Braverman says that about 26 years ago, he discovered he'd fallen in love with motorcycles and drag racing; this eventually led him into writing articles about the men and machines in this fast-growing sport.

His first motorcycle was a BSA 21" single engine job. Since then, he has owned one hundred, plus. (He didn't venture the actual count, but felt safe in his estimate). On his first experience on a drag strip in Arlington, Washington, 'way back in 1951, he said he was "thoroughly trounced by everyone." The next time out the situation was reversed.

Bob is riding a twin engine Kawasaki, and it's a beautiful machine. From what the records show, it's doing alright for him too. It's dubbed the "Giant Killer" and rightly so.

He keeps an 18" fan in the back of his van to cool off his motors in-between runs. This way, he is assured of a fresh run each time. He connects the fan to a generator that puts out alternate current so he can use it any time, anywhere. Completely portable.

Even with his crowded schedule as a magazine editor, he still finds time for riding his own bike at the drag events. He alternates between Lions and Irwindale, and of course, any Nationals.

Bob Braverman is a man who's never let his success go to his head. He is congenial and always ready and willing to share his knowledge whenever he's asked. I've never heard of him putting a man down for lack of ability; and I do know he has been instrumental in showing different people how to make the most of their capabilities.

Just to show you what kind of a sportsman this man is, although his bike is considered a "gasser", he is eligible to run in the Fuel Class. This gives him extremely stiff competition, but he likes it that way.

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No.	Name	Pts.
255. 451	Bob Coffman	10
256. 674	Pete Glines	10
257. 713	Don Abrams	10
258. 56	Jim Woolwine	9
259. 142	Howard Cartier	9
260. 161	Tony Bugarin	9
261. 220	Harold Holladay	9
262. 251	Lee Lukens	9
263. 276	Bruce Thompson	9
264. 285	John Good	9
265. 317	Jack Rossi	9
266. 343	Rich Mulliner	9
267. 450	Sam Hernandez	9
268. 512	George Gill	9
269. 514	Joe Kuser	9
270. 521	John White	9
271. 591	Jack Moffit	9
272. 47	Wayne Curtis	8
273. 119	Al Hindelang	8
274. 335	John Monohan	8
275. 396	Ray DeVally	8
276. 492	Carl Kleinschmitt	8
277. 548	Larry Murphy	8
278. 550	Wallace Halverson	8
279. 605	Ed Ekdahl	8
280. 614	Gary Foster	8
281. 626	Gorden Jones	8
282. 653	Larry Petrie	8
283. 679	R.J. Meyer	8
284. 50	R.P. Fish	7
285. 66	John Smith	7
286. 113	Steve McLean	7
287. 120	Mack McAllister	7
288. 487	Ed Tombyll	7
289. 515	Steve Huntzinger	7
290. 556	Richard Lynch	7
291. 567	Dave Anderson	7
292. 601	Dave Brant	7
293. 606	Von Phelps	7
294. 622	Bob Eller	7
295. 198	Don England	6
296. 291	Gary Hannah	6
297. 370	Jeff Lee	6
298. 387	Elwood Hein	6
299. 416	Rudolph Hidalgo	6
300. 420	Rob De Shazo	6
301. 443	Gary Sewell	6
302. 444	Roy Wallis	6
303. 479	John Steinwand	6
304. 554	Harry Gilbert	6
305. 645	Paul Henderson	6
306. 648	G. Parker	6
307. 696	Tim Webber	6
308. 485	Neil Caldwell	5
309. 530	Robert Seaver	5
310. 541	Bill Pinkney	5
311. 634	Gary Behunin	5
312. 686	Jack Selle	5
313. 692	Norm Fleece	5
314. 172	Ken Farmer	4
315. 281	Bill Cochran	4
316. 283	Homer Knapp	4
317. 319	Henry Arras	4
318. 669	Bert Stewert	4
319. 701	John Bean	4
320. 534	Norbert Monohan	3
321. 631	Lonny Walter	3
322. 638	Hank Van Gaale	3
323. 431	Jim Barlow	2
324. 661	Ken Graves	2
325. 361	Dewey Pennington	1
326. 527	Randall Chambers	1

All results unofficial
unless otherwise noted.

COW PALACE INDOOR San Francisco, Cal. February 14, 1969

By W.H. Spencer

HEAT #1 Time: 55:23
1. Mark Brelsford H-D
2. Chal De Cecco Hon
3. Paul Bostrom Hon
4. Ray Trujillo BSA

HEAT #2 Time: 56:81
1. Ralph Waldeman Tri
2. Jim Hammond Suz
3. Don Castro Tri
4. Ian McLaughlin Duc

HEAT #3 Time: 58:73
1. Jim Rice BSA
2. Milen Vickers Kaw
3. Bill Verbiscio Mon
4. Mike Yam Bul

HEAT #4
1. Dick Mann Oss
2. Nick Theroux Hon
3. Frank Hall Duc
4. Jim Foley Tri

SEMI #1 Time: 1:15:49
1. Mark Brelsford H-D
2. Milen Vickers Kaw
3. Jim Rice BSA
4. Ray Trujillo BSA

SEMI #2 Time: 1:19:03
1. Ralph Waldeman Tri
2. Dick Mann Oss
3. Nick Theroux Hon
4. Jim Foley Tri

CONSOLATION No Time
1. Roy Buttney H-D
2. Pete Francini Bul
3. Bruce Anderson Suz
4. Dave Hansen Bul

15-LAP MAIN Time: 2:19:49
1. Mark Brelsford H-D
2. Dick Mann Oss
3. Ralph Waldeman Tri

SOUTHWEST MOTORCYCLE RACING ASSN. CIRCUIT PT. STANDINGS 1968

STOCK PRODUCTION CLASSES:
Bennie Campbell, San Antonio, Tex.
Mike Kidd, Hurst, Texas
Jim Lutz, Fort Worth, Texas
Joe Jones, Fort Worth, Texas
Willard Kelly, Brownwood, Texas
Jim Schwantz, Houston, Texas
Daryl Hurst, Houston, Texas
Alan Dye, Argyle, Texas

250cc CLASSES:
Mike Cone, Sherman, Texas
Mike Kidd, Hurst, Texas
Bob Hamill, Garland, Tex
Johnny Bryant, Fort Worth, Texas
Norman Stovall, Lubbock, Texas
William Canfield, Albuquerque, N.Mex.

PERRIS VALLEY M.C. T.T. SCRAMBLES February 16, 1969

By Maureen Lee

50cc
Jay Lewis Yam
T.W. Farrell Hon
Slade Long Hon
Steve Herrera Hon
K. Lewis Hon

200cc
Roy Griffing Bul
Bob Saunders Bul
Keith Mashburn Yam
Vic Rudders Bul
Pete Guthrel Bul

POWDER PUFF
Eulene Long Hod
Glenda Holeman Hod
D. Sanders Kaw
S. Talbot Hon
M. Harnisch Hod

250cc AMATEUR
Charles Gann Bul
Loyal Penn Yam
Jack Holt Gre
Karl Wilson Bul
Lance Vallery Bul

100cc EXPERT
Steve Nichols Yam
Morris Wright Suz
Gary Caldwell Hon
Jim Harnisch Hod
Don Alfred Hon

250cc NOVICE
C. Soderstrom Bul
D. Mason Kaw
T. Hochgesang Bul
M. Blackwell -
L. Bochkay Yam

250cc EXPERT
Fred Edwards Yam
Butch Rotz Yam
Keith Mashburn (tie) Yam
Eric Olesen (tie) Yam
Larry Taylor Bul
Jim Peterson Kaw

100cc AMATEUR
T. McKee Hod
K. Tennis Hod
C. Claydon Kaw
K. Wilson Hod
D. Hopkins Suz

100cc NOVICE MAIN
G. Wickam Suz
D. Mason Kaw
E. Steffen -
P. McDonald Yam
S. Tinsley Yam

21* NOVICE
Jay Boothe Bul
Jay Wright Bul
B. Joachim Hon
L. Bailey Hon
S. Sandborn Duc

500cc NOVICE
D. McMahan BSA
B. Baker BSA
R. Shaper Tri
A. Smith BSA
S. Lowell Mon

500cc EXPERT
Sandy Armstrong C-Z
Dwight Harlow BSA
Roy Griffing Bul
Dennis Carlson Hon
Roy Jarrett Hon

OPEN NOVICE
Jack Boyle Tri
Bob Mickel Tri
Gary McKeon Tri
Frank Clase Tri
Ron Bare Tri

OPEN AMATEUR
T. LaFortune Tri
B. Carter Tri
G. Brunson Bul
C. Wheat Mai
L. Wood Tri

OPEN EXPERT
Terry Dorsch Tri
Mike Posey Tri
Don Dudek Tri
Terry Morairy Tri
Ike Mizzen Tri

SIDEHACKS
Doug Bingham/Ed Wade H-D
Don Kidd/Cleve Pettus H-D
Jack Moffit/Keno Mescher Tri
Dave Roesch/Mike Goodnight H-D

TROJAN RACEWAY Friday, Feb. 14, 1969

100 TT SENIOR
1. Gary Bailey Hod
2. Jimmy Raymond Suz
3. Mark Blackwell Hod
4. Ron Powell Kaw
5. Linus Beal Bri

TOP TWENTY RIDERS OF DISTRICT 36.

1. 5	Paul Johnson	268
2. 5L	Allen Kenyon	158
3. 18	Terry Sage	88
4. 15M	Bob Grossi	86
5. 74T	Bob Boaz	83
6. 7	Bruce Texeria	73
7. 5D	Keith Carlson	63
8. 6	Ray Huff	57
9. 101M	David Bellina	55
10. 8C	Harry Dring	54
11. 64L	Lance Anderson	53
12. 110S	Wheeler Gresham	51
13. 4	David Hansen	50
14. 112W	Richard Wymer	49
15. 12	Jim Saitone	48
16. 75B	John Paro	47
17. 89J	Joe Henry	46
18. 76E	Cliff Aksland	45
19. 56H	Jim Foley	44
20. 69K	George Carter	43

ELSINORE GRAND PRIX Elsinore, Cal. February 9, 1969

LT. WT. CLASS

By Maureen Lee

125 NOVICE
C. Hull Kaw
R. Stacey Sac
T. Newbon Pen
J. Singer Pen
F. Barnes Pen

175 NOVICE
B. Cordell Hon
E. Aragon Mon
D. Hutchins Hon
D. Kissack Kaw
R. Itzaina Kaw

175-200 AMATEUR
D. Sowell Bul
F. Danielsen Bul

200 NOVICE
M. McGowen Bul
S. Gailliot Bul

250 EXPERT
D. Vick Hus
G. McElrathy Hus
J. Strayhorn Gre
K. Beach Hus
N. Nicholson Gre

250 AMATEUR
R. Wilson Hus
J. Bailey Yam
D. Brecker Bul
C. Sucet Yam
C. Brown Yam

250 NOVICE
B. Onga(overall win.) Hus
D. Ortega Hus
J. Copp Yam
T. Wells Bul
W. Fleming Mon

125 EXPERT
G. Fishburn Pen
B. Bailey Sac

125 AMATEUR
D. Afflack V-T
E. Roessler Sac
B. Hayes -

100 EXPERT
G. Cannady Hod
J. Morgan Hod
W. Anderson H-D
K. Markham Zun
S. Nichols Yam

100 AMATEUR
J. Domay Hod
A. Peppel Hod
K. Parks Hod
L. Nolen Hod
J. Garjian Hod

100 NOVICE
J. Barker Hod
L. Roessler Sac
R. Bellamy Jr. Hon
R. Kellsey Hon
G. Curry Hod

POWDER PUFF
P. Domay Hod
K. Traw Bul
J. McNamee Hod

50cc COMBINED
J. Carmello Yam
H. Long Hon

OPEN CLASSES:

Rusty Bradley, Dallas, Texas 38-Tri
Leroy Ferry, San Antonio, Texas 27-H-D
Bennie Hardwick, Dallas, Texas 11-Hon
Robert E. Lee, Bedford, Texas 10-Tri
Bennie Campbell, San Antonio, Texas 10-Suz
Dan James, Austin, Texas 8-H-D

HILL & GULLY M.C. HARE SCRAMBLES

Kiona, Washington February 9, 1969

By Richard Rambo

1. 1st 250 Mike Jaekel 4 laps AJS
2. 1st 100 Harry Taylor 4 laps Hod
3. 2nd 250 Larry Coleman 4 laps Yam
4. 3rd 250 Jim Rumbolz 2 laps Bul
5. 2nd 100 Jack Kelley 2 laps Hod
6. Powderpuff Judy Paulsen 1 lap Bri

250 TT
1. Gary Bailey Pen
2. Eric Olsen Yam

TROPHY DASH
100cc Gary Bailey Hod
250cc Gary Bailey Pen

250 FT
1. Phil Moon Bul
2. Bill Bartels Hon

100 FT
1. Jimmy Raymond Suz
2. Mark Blackwell Hod
3. Rick Norris Hod
4. Gary Scott Cim

FONTANA EUROPEAN SCRAMBLES

Official CMC Results
February 8, 1969

By L.E. Sipe

125 SENIOR
1. G. Schuelke Sac

125 JUNIOR
1. W. Whisenant Yam
2. F. Cox Sac
3. W. Bird Pen
4. L. Roessler Sac
5. D. Urbanch Suz
6. S. Castro Hod

250 SENIOR
1. T. Nichols Mai
2. J. Bently Hus

250 JUNIOR
1. D. Storm Yam
2. G. Luther Yam
3. G. Erl Bul
4. C. Spellman Oss
5. R. Williams Gre
6. B. Smith Yam
7. C. Porter Yam
8. C. Gordon Yam
9. R. Pomo Gre
10. J. Christensen Yam

500 SENIOR
1. D. McClean CZ

500 JUNIOR
1. C. Tidwell Mai
2. J. McCord Mai

OPEN SENIOR
1. W. Seigfred Tri

ACA MOTO CROSS Saddleback Park February 16, 1969

100cc SPORTSMAN
Frank Rowe Hod
Dan Smead Hod
Rick Hammel Yam
Denny Groover Hod
James Boldt Hod
Bob Spicer Hod
Rick Norris Suz
Larry Tremblay Hod

125cc SENIOR
Gary Bailey Pen
Mike Runyard Sac

250cc SPORTSMAN
Russ Turner Mai
Larry Geese Hus
Bill Harris Mai
Bill Gomen Oss
Jim Le Blanc Hus
George Erl Bul
Rick Hobbs Yam
Tom Volin Yam
Scott Henson Yam
R. Maddon Yam
Howard Markham Bul
Jim Crook Bul
James Cline Bul

500cc SENIOR
Tom Rapp Mai
Tim Hart Mon
Bob Grossi Mon
Gary Jones BSA
Don Shore CZ
David McLean CZ
Ed Meyers Hus

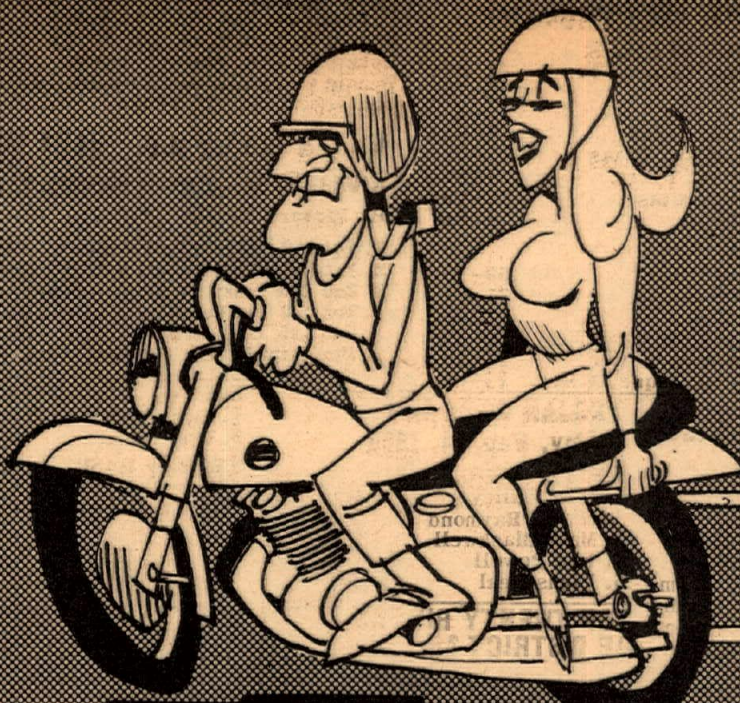
125cc SPORTSMAN
Ben Harwell Bul
Ken Parrott Yam
Rueben Benites Pen

250cc SENIOR
Gary Bailey Gre
Dave Aldana Oss
Al Baker Yam
Bob Kulek Hus

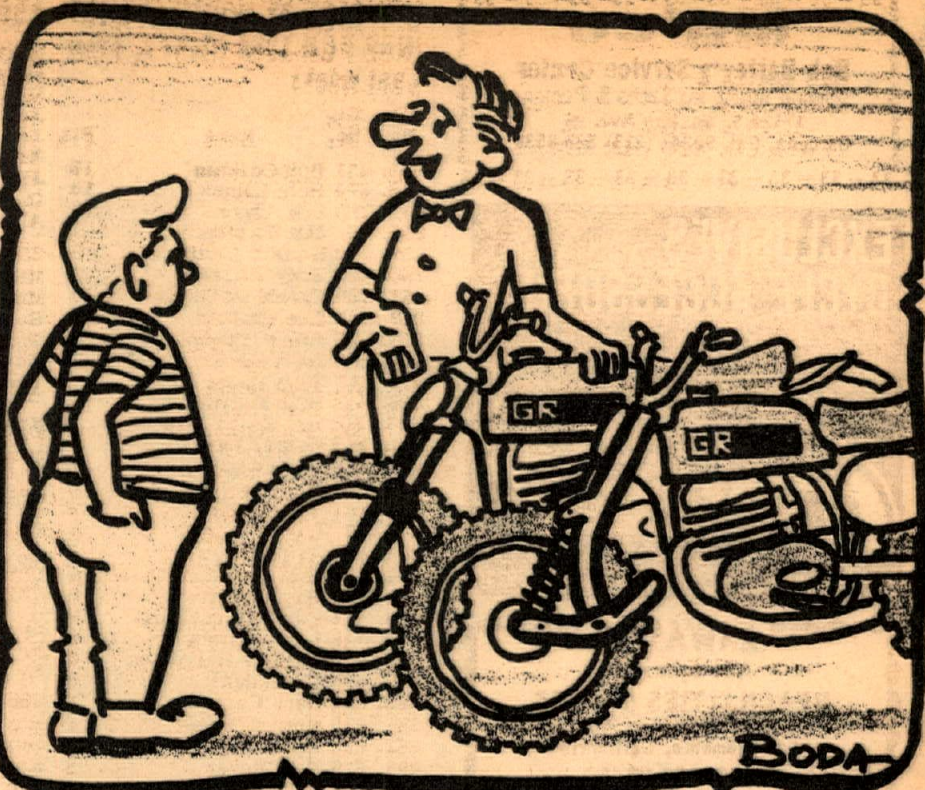
500cc SPORTSMAN
Jon Nelson Mon
Carl Cotton Hus
Rog Flaming Mai
Curt Horst Hus

OPEN SPORTSMAN
Jack Kell Tri

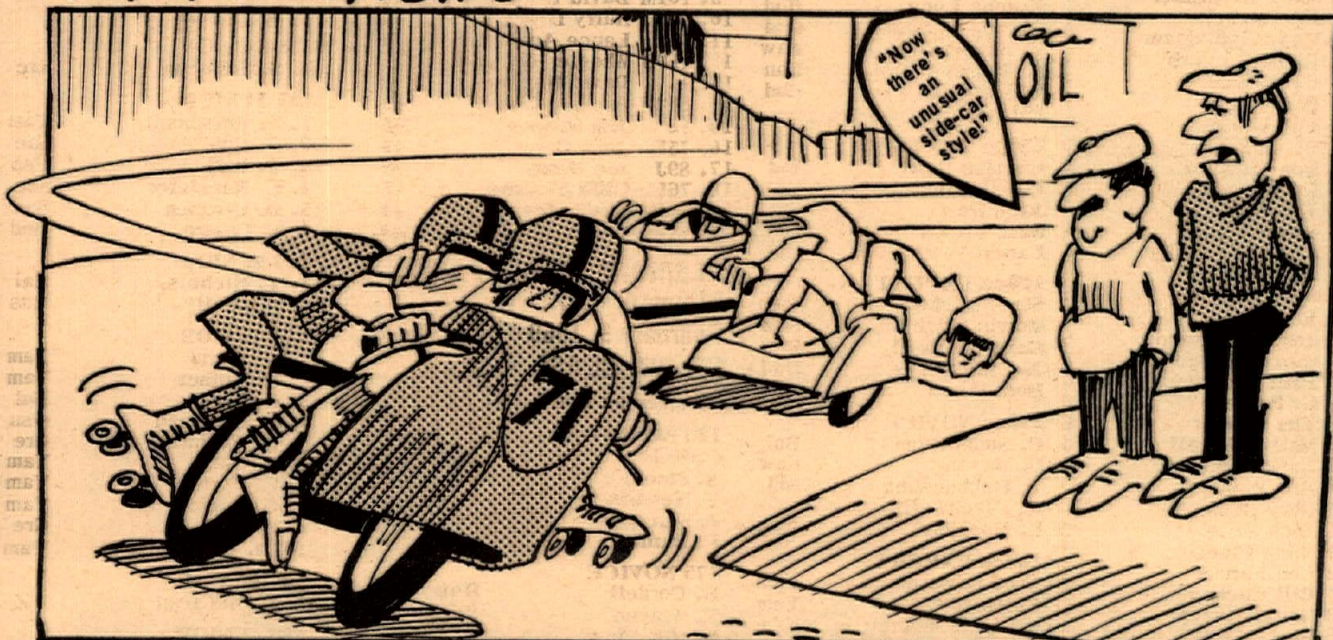
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Texans Dominate Southwest Circuit

SAN ANGELO, Texas, Feb. 17 — Three Texas hotshoes dominated the Southwest Motorcycle Road Racing Circuit this past year by leading their respective classes through the final race in 1968. The nine events featured riders from New Mexico, Kansas, Arkansas, California, Louisiana, Oklahoma, Colorado, Texas, Florida, Missouri, Nebraska, Arizona, and Old Mexico.

"Wild Man" Bennie Campbell of San Antonio, Texas, won the stock production point standings with a total of 16 on his strong 500cc Suzuki. Bennie a motorcycle mechanic for Suzuki of San Antonio is a avid enthusiast who does equally well on dirt. The Bultaco ace Mike Kidd of Hurst, placed second with Jim Lutz of Fort Worth third on a Kawasaki.

Smooth Mike Cone of Sherman, Texas, pushed his potent Yamaha into the winners circle enough times to win the 250cc point standings with 59. Cone and company compiled more points than any other circuit participant. Running second again was Bultaco mounted Mike Kidd of Hurst, with third place going to Bob Hamill of Garland riding a Bridgestone.

Winning the open class point standings was Rusty Bradley of Dallas, Texas, with 58. Rusty, hails from the Triumph camp, and with a wrench like Jack Wilson of Big "D" Cycle Center he can't help but do well. Leroy Ferry a died-in-the-wool Harley rider of San Antonio won a close second; Bennie Hardwick is alive and well and third on a Honda.

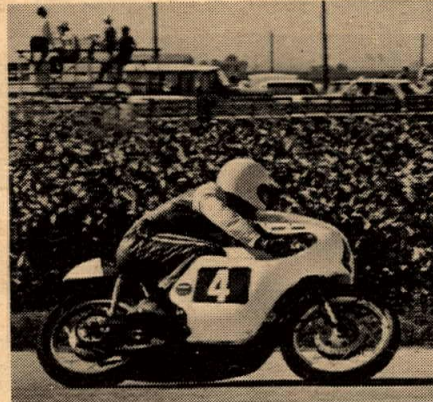
The AMRA circuit leaders hold two-thirds of the national AMA sportsman road racing point positions leading seven of the nine categories, and to date only five of the nine circuit races have been tabulated by AMA.

As the 1969 season takes shape, bigger and better things seem to be in the offing. Some 250 riders are expected at the season opener in Austin, Texas March 2. One of the highlights will be a road racing team from Mexico City, Mexico, the Motos Mexicanas, that include five of Mexico's best riders.

(Awards on page 16)



Rusty Bradley and Triumph...triumphed.



Mike Cone took the 250 GP.



Suzuki mounted "wild man" Bennie Campbell.

Motor Maids Run Draws 509

by Ivaline Tenney

The sixth annual Colorado River Run by the Southern California Motor Maids had 509 contestants. The Motor Maids give 10% of their proceeds to the Children's Hospital of Los Angeles; then they passed the hat in the crowd and collected \$18 for the children.

The Sweepstake trophy was donated by Inglewood Harley Davidson, a 10 inch silver serving tray with a mahogany stand and silver motorcycle on it. It was won by Ken Markwood of Phoenix.

The husbands put on the field event. Male solo winners were: Harry Hutton of Phoenix, trophy from Flanders Co., Pasadena. Wentworth Eatherton, of Redondo Beach, trophy from San Fernando Valley H-D. Mike Whedon of Anaheim, from Andy Vernie Santa Monica H-D; Dave Beck of Anaheim, from Paul's H-D of Bellflower; Harold Sheridan of Ontario from Ace Bike Shop of N. Long Beach; Rick Miller of Henderson from Santa Ana H-D. Jim Miller of Henderson, from Awards & Specialties by Van Zile of Bellflower.

Passenger: Josie Morris of Wilmington, from L.A. H-D. Dave Beckstein of Anaheim, from Awards & Specialties by Van Zile's of Bellflower.

Female Solo: Sue Curtis of Garden Grove, from Pomona H-D. Margie Boitnott of Ontario, from Norm Reeves Awards of Paramount. Shirley Fuller of Las Vegas, from Dale Brown of Long Beach.

The club's own trophies were mugs and ashtrays of ceramic made by "Ye old Mug Shop" in Long Beach. The winners of the ashtrays for the largest club present were the Social Riders. Long Distance Club was won by Tucson Wanderers. Long Distance Rider won by Dominic J. Duarte of Concord. Forty oz. mugs for first place went to Male Solo, Tom Ryan of Lomita; Female Solo, Pauline Anderson of Anaheim; Passenger, Edna Crandall of Phoenix. Side-car, W.L. McDaniels of Henderson. A 30 oz. short mug went to the person having belonged to the AMA the longest, Arlene Carpenter of Las Vegas.



Out-going President of the Golden Banner is Bill Johnson.

Golden Banner Banquet

Story and Photo by Dale McKinnon

ROSEVILLE, Cal. — The Golden Banner Motorcycle Club of 4937 Marysville Blvd., Sacramento, held their 9th Annual Change-Over Dinner at Pietro's.

Retiring officers for 1968 are Bill Johnson Pres., Jim Schuiandt vice-pres., Pat Hall, secretary, Patsy Schuiandt treasurer, and Road Captain Danny Dugan.

New elected officers are Jim Fletcher, president, Walt Cross, vice-president, Anita Duff secretary, Jeanne Cross, treasurer, Vincent Vance, Road Captain, Ray LaFountain Road Lt., Hal Hall, referee, and Lloyd Martin, Sgt.-at-Arms.

Patsy Schuiandt and Floyd Martin were elected Honor Man and Woman for 68.

The 9th Annual Poker Run will be held March 23 at the Club House, 4937 Marysville Blvd., Sacramento. Sept. 8, 1969 is the date for their camp-out at which they are handing out a five-foot trophy.

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2nd G. McElrath — Husky

4th K. Beach — Husky

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1st R. Wilson — Husky

250cc Novice Class

1st B. Onga — Husky (1st Overall)

2nd D. Ortega — Husky

350-500cc Expert Class

1st Gunnar Lindstrom — Husky (1st Overall)

350-500cc Amateur Class

1st S. Aguero — Husky

3rd N. Holt — Husky



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Scramblin' Around

By Maureen Lee

Remember some time back I mentioned the petitions that were out in the shops for the proposed bike park in Harbor Park, and to sign one? Well, the time to do it is now because things are really starting to move. If you're unfamiliar with the term Harbor Park it's what we've always called Bixby Slough and developing this into a properly run bike playground has long been a dream of San Pedro M.C.'s Don Finley who is the man responsible for the idea.

But the groovy thing about this project is that it's not a private enterprise that would be run by either Finley or other individuals, the park would be operated by the Park Department so you might say that it will be owned by us, as taxpayers.

The area is being developed, and the next big step is coming up very quickly. If we can get our side in and present our case properly we can have a really great facility there. Plans show trailing areas, a training area where mom and the kids can learn to ride with no one going over 10 miles an hour, motocross and scrambles courses and a mile track for the speed demons.

If you're familiar with the area you know that where we've all gone riding is still what is called wilderness, the Anaheim side of the area is completely undeveloped so naturally other organizations are interested in getting their share too, and rightly so. But because this whole thing has been approached gently, the powers that be haven't thrown their hands up and yelled "No motorcycles." They've been receptive. The Park and Recreation Department is definitely interested and know the need for such a facility. The Police Department is cordial.

Two mostly un-publicized but well attended events were held there last year and the city fathers got a chance to see for themselves what dirt riding motorcyclists are like, that ours is a family-type sport and what is more important they got a chance to see that we're a far cry from the Angel-type element. The second big thing in our favor is that amiable talks have been held with members of the Sierra Club; the Audubon Society who are concerned about the bird life there and the Isaac Walton people who keep an eye on the fish department.

So far everyone acknowledges each other's right to a piece of the pie although privately they may not go along with what you want to do with your particular slice.

Now it's time to move. Sign those petitions, and please shops, if you have any, mail them in regardless if they are filled or not or even if they are blank as we can still put them to good use. Send them to P.O. Box 591, San Pedro or mail them to me, care of Cycle News. If any of you as individuals have any useful contacts with city councilmen, members of the aforementioned organizations, anyone who can help us, let us know.

Because public funds are involved in this, the approach has to be gentle. We don't want to bring our big guns up unless absolutely necessary; and we have some, but Finley feels it won't be necessary to use them.

We'll keep you posted as to progress. The hearing won't be far off, and remember that public opinion is the whole clue to this thing. So, when the time is right, we'll be asking you to notify your public officials that you want and need this park. Do it. This could well be the best playground in the West for two-wheelers.

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5th J. Garjian - Hodaka

100cc Novice Class

1st J. Barker - Hodaka

4th G. Curry - Hodaka

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2/16/69

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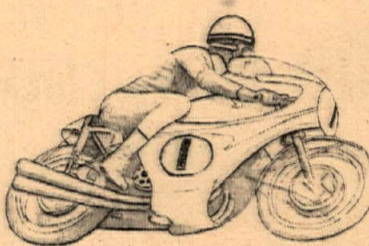
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Service School For Triumph

DUARTE, Cal., Feb. 11 - Pat Owens' is expecting an upsurge in the number of mechanics and dealers attending his Triumph Service School soon. The reason has nothing to do with the course, it's the drawing power of the 100-lap Ascot TT on March 2nd.

Owens figures some of those who come to the race will also have the five-day school in the back of their minds. Classes have averaged about 10 students so far; 15 is the maximum. They run from Monday through Friday.

After lectures each day, the students break up and take apart and assemble the 250cc and 750cc Triumph engines themselves.

Dick Lytell is the instructor.

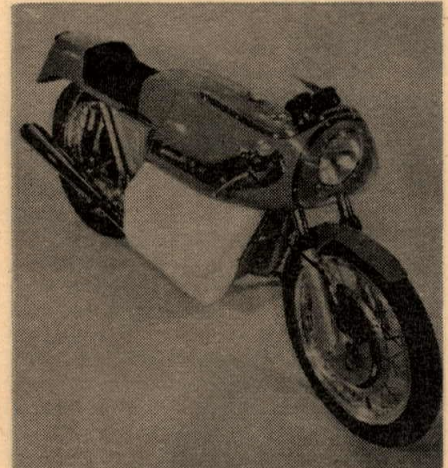


Ascot TT will bring more students.

Solo Street Metisse

For the rider who has wished his mundane machine to look and perform like a genuine road racer, the Rickman Street Metisse is a dream come true.

Change from dream to reality can vary from mild to wild. On the mild side, the Street Metisse kit, consisting of frame, tank, fenders, saddle, exhaust, can be used with existing forks, bars, wheels. Moving toward wild, a set of Rickman road racing forks and hydraulic disc brake can be added, assuring perfect control and absolutely positive braking. The last word in wild is a fiberglass



From mild to wild.

fairing, similar to the racing fairing, but having provision for the headlight.

The frame is finished in nickel plate for beauty and practicality; fiberglass panels are pigment-impregnated in a choice of four outstanding colors. Solo version tank capacity is 4.2 gallons, or a 5.5 gallon tank can be ordered at a small extra cost.

For those intending to share their dream machine, a dual seat version having a longer saddle is also available, with a tank capacity of 3.9 gallons.

Street Metisse kits are offered for Triumph 650 or 500 unit-construction, Norton twins, and BSA 650 or 500 A65 unit-construction machines. Total weight is reduced about fifty pounds from stock. Price of the kit is \$597, with Rickman fork and brake an additional \$597. Street fairing complete is \$115.

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Scrambles Opens At Fontana Strip

by Leonard Sipe

FONTANA, Cal., Feb. 2 - The first of four Saturday night rough scrambles was presented on a dirt course at the old Fontana dragstrip near San Bernardino. The European-type events are promoted by Sturg Taggart, automobile racing entrepreneur, who will also be running dunebuggies on Sundays.

Race organizers Stu Peters and Kelvin Franks, officers of the recently formed California Motor-Sport Club, grouped the riders into four divisions - 125, 250, 500, and Open - and raced them three times each in moto-cross fashion. The Junior class received trophies. In the future, Seniors will be earning cash.

The 5/8-mile course was loose and loamy, with 15 to 30 feet of passing room. It wound back and forth under a series of lights and featured half a dozen jumps.

Because the calendar date for this race was picked months ago in the midst of working out a myriad of other details, the promoters realized too late that their event would be running the same weekend as the Elsinore Grand Prix. Just 35 miles away, thousands of riders and in-

terested spectators were getting all the racing they wanted. Only 34 riders entered and most of those were Junior light-weights.

In the first 125 moto, W. Bird on a Penton took the lead and was followed by Wayne Whisenant on an 80 Yamaha (fitted with a 100cc engine) and F. Cox, riding a Sachs. In fourth was the only Senior, G. Schuelke, a member of the Checkers M/C, on another Sachs.

Whisenant took over in the second round with Bird pushing hard in second place, Cox in third. Bird spilled but got back on right away and worked his way up to second again at the finish.

In the final 125 moto, Bird took the lead but eventually retired with mechanical trouble, leaving Whisenant and Cox to fight it out. This time it was Cox' turn to win.

In the 250 division, the two Seniors - Terry Nichols on a Maico and Jim Bently on a Husky - displayed the style and color of professional moto-cross riders and gave the crowd their money's worth. At the end of the first round it was Bently first, Nichols in third. Finishing second was the evening's overall Junior winner, D. Storm on a Yamaha 250 Enduro.

In the next race, it was Bently, Nichols, and Storm charging hard and fast in front. Then Bently dropped it. A few laps later, it was Nichols who spilled. Storm took the checkered with Bently second after working his way back up through the pack. An Ossa rider, G. Spellman, was third.

Halfway through the third 250 moto, Bently (who works as a postman) had to drop out with a sick engine, leaving Storm and Nichols to work things out for themselves. G. Luther got into the tremendous duel up front, led a few laps, wound up third behind winner Storm and runnerup Nichols.

Only four riders lined up for the first 500/Open moto - two Juniors and two Seniors, with one an Open division entry. It was a runaway for Senior D. McClean on a C-Z. The bespectacled C-Z rider, who looks like a Sunday School teacher who got lost while on his way to a Saturday night Christian Endeavor meeting, had the race all to himself. Way back in second was W. Seigfred who had his hands full negotiating the twists and turns on his 650 desert machine.

In their second race, Seigfred took an immediate lead and for several laps successfully fended off McClean's attempts to pass. Finally McClean got by, and was on his way to another over-win when his bike stalled on the last lap. It loaded up, and just wouldn't start. This one was Seigfred's.

The final race for big bikes was a repeat of the first moto. McClean got out in front so fast and so far that it was hopeless for the others.

(Results on page 16)



Lined Up At Fontana

Dahms Testifies At Torrance

At the request of local cyclists fighting a proposed ordinance to limit their riding on vacant property within the city, Barbara Dahms, representing the United Motorcycle Enthusiasts of California, testified before the Torrance City Council in opposition to the measure.

Pointing out that this was a statewide problem because other municipalities would copy the Torrance ordinance, she objected to the use of personal and subjective opinions rather than a measurable criteria for noise and disturbance created by motorcycles and other vehicles.

"The wording of this ordinance is so vague as to make fair and equal enforcement impossible," she said. "Although standardized means of measuring vehicle noise are still under development by the California Highway Patrol and The Society of Automotive Engineers there are statutes currently in effect concerning mufflers and noise."

"A street-legal muffler makes no more noise in a vacant lot than on the street, is no more disturbing at the side of a house than in the front. This should be the requirement until better standards are adopted, rather than the opinion of an individual that his peace and quiet was disturbed by a motor vehicle. One person may be disturbed by someone running down the street while another may not mind the sound of a jet plane overhead."

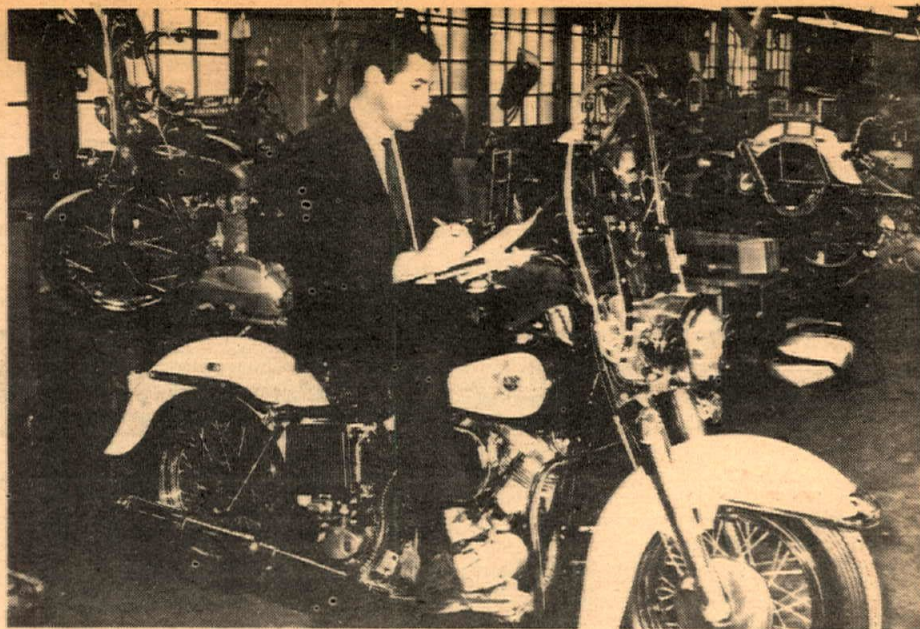
"This law will put the burden of proof upon the cyclist to prove he was not a disturbance, rather than upon the complainant to prove that he was, which is not consistent with the American idea of justice."

Similar ordinances are under consideration in other municipalities.

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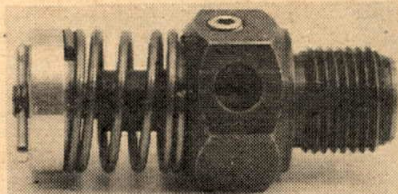
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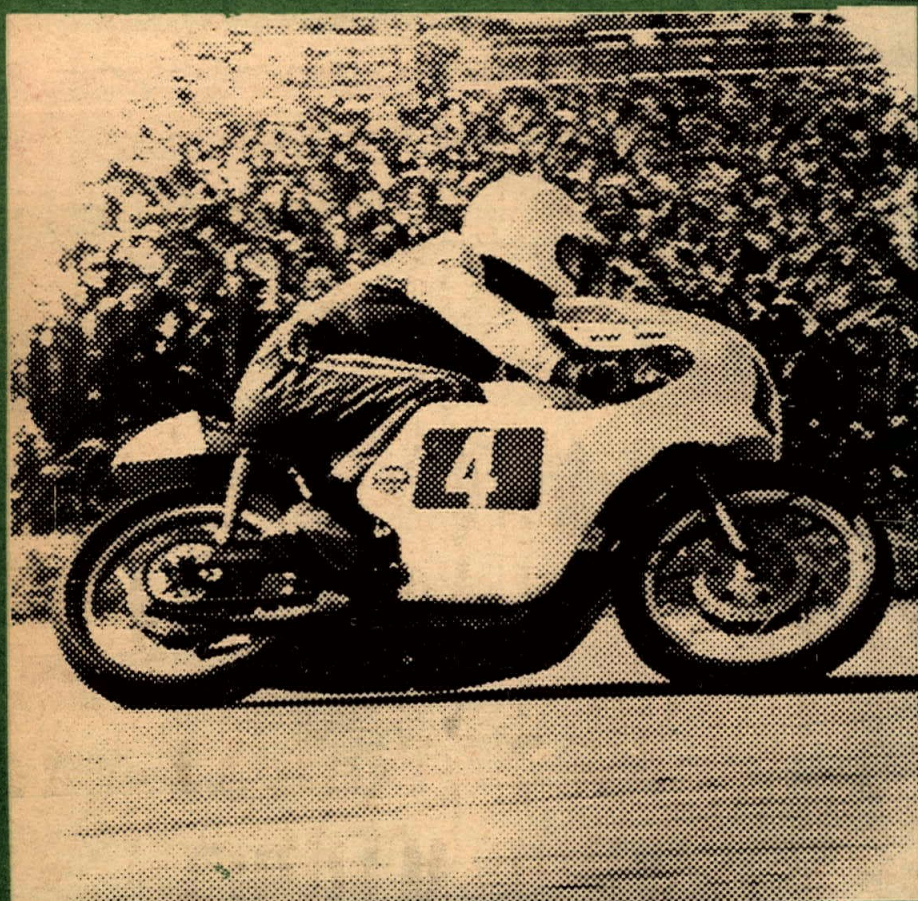
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125cc Junior Class
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